

Part I

cp

September, 1959

SEP 9 1959

# AIR CARGO

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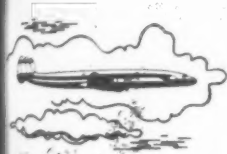
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SEPTEMBER, 19

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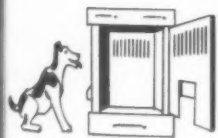
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# AIR CARGO

an American Aviation Publication

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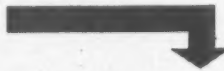
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Canada, and corrected table of carrier acceptance of live animals and unusual  
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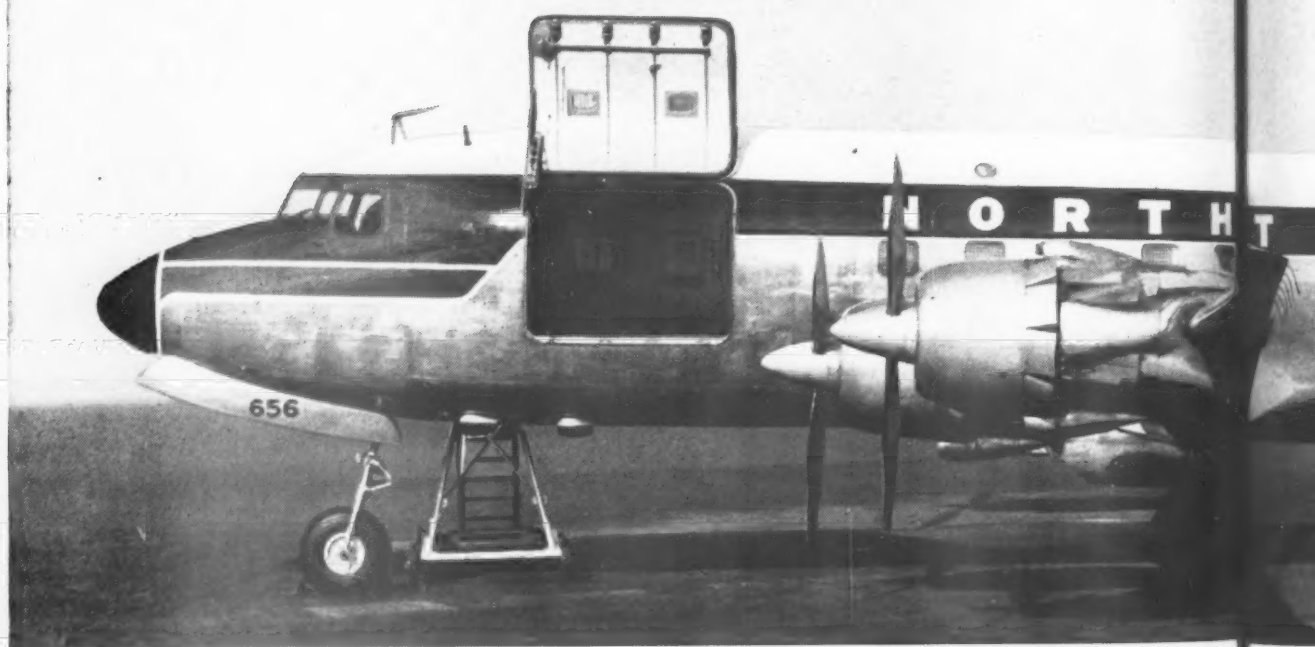
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## ATTENTION:

Shippers of large size cargo. Northwest offers two transpacific DC-6B freighters per wk.

**NOTICE** the big 67" x 90<sup>3</sup>/<sub>4</sub>" cargo door! 



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Another all-freight flight added as Northwest again expands its transpacific cargo service. Now, you get nine regular freight services to the Orient every week — *including 2 all-freight flights*. This means you can schedule more and bigger loads for fastest delivery anywhere in the Orient. Northwest's Great Circle route saves up to 2,161 miles across the Pacific. And this expanded freight service is also in effect from the Orient to the U.S. It's the shortest, fastest Orient route. The only 1-airline, *direct* cargo service between the Orient and major cities coast-to-coast.

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Meet a happy family. One of a hundred happy families, in fact. All were recently transferred from Detroit to Geneva, Amsterdam and London. And all were moved there by Swissair in a giant, precedent-setting airlift. Result: each move took *days* rather than weeks... each family was transferred as a unit...over-all moving costs were lower than



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# Claims Prevention Needs Attention

THERE is little doubt that for years the airlines have had a good claims record, when compared to the record of other modes of transport. But a look at the record also reveals that air freight traffic accounts for an infinitesimally small amount of the total U.S. intercity freight—maybe 4/100 of 1% in 1958.

In 1958, gross air freight revenues amounted to \$9.4 million. Paid out in claims that same year, \$16,577. The loss ratio, 1.028%. In itself, this ratio is not too bad. What is serious is that 1958's loss ratio continues an upward trend. Five years before, in 1954, the loss ratio was .718%; in 1955, .742%; in 1956, .810%; and in 1957, 1.011%. Each year worse than the previous one, despite the fact that each year the airlines were hauling more freight and having higher gross freight revenues over which to spread losses from claims.

The upward trend in loss ratio has to be halted or the airlines will be in serious trouble.

First of all, there is a lot of money involved. It is expensive for a carrier to lose or damage a shipment. Perhaps even more damaging is the loss of customer goodwill.

Claims we will always have with us, but the number of claims can be reduced.

The most effective action so far found to beat the claims problem is a claims prevention program.

Claims prevention programs are not new. For years, claims prevention were entirely a matter of education and publicity. Posters, speeches, prizes, anything which would persuade cargo handlers to be careful were used.

These campaigns were aimed intuitively at the man on the dock, although it has been only recently proved that cargo handlers cause far more damage to shipments than do carrier vehicles, whether it be plane, train, or truck.

Ideally, claims prevention activities must reach all of the shipping community—principal carriers, secondary carriers, and the shippers and receivers.

The airlines are familiar with all of this. Even so, claims prevention by airlines has been anything but a full scale industry effort. Some coalescing force seems to be needed.

The National Safe Transit Committee provide a program which could be used by the airlines—and the airlines, some of them, have considered so doing.

The National Safe Transit Committee offers a positive approach, particularly for the shipper.

NSTC, first of all, requires shippers to pack products

to withstand normal handling. The requirements are not a matter of guesswork, nor are they based on nothing but theory. The quality of the packaging is determined by tests. Each product and its packaging is tested. That is, if a stove manufacturer has several models of stoves to ship, each model and its packaging has to be tested.

These tests are paid for by the shipper. After the tests, which are made in NSTC approved laboratories, the shipper may buy a label which tells all handlers and all transport companies that this product as packed, has been approved.

The labels cost a fraction of a penny apiece. Costs of the tests vary with the product tested. Whatever the cost, there is no law requiring shippers to bear them. Shippers buy this service because it is economically sound.

It is a good public relations move. Recipients of goods can see that the shipper went to that extra effort to assure that the product was delivered in good condition. However, in many cases, NSTC tests have proved that a more economical pack was in order—money in the bank.

Beyond the work with the packaging, a positive approach to a serious problem, the NSTC program uses posters and literature to promote proper handling.

NSTC's big problem is reaching the shippers. The airlines could help.

Why there is any airline reluctance is difficult to understand. One voice believes the airlines fear the plan.

Some in the airlines seem to be afraid that airline support of NSTC puts the neck of the claims man on the block. The argument runs: How are we going to tell the shipper we did not cause damage to an NSTC-approved shipment after we sold the shipper on getting NSTC approval.

The fear is well founded. It will be tough to argue a claim against NSTC approval. But it will be just as tough regardless of who recommends NSTC.

However, the point of NSTC is not to set up a tight claims case against carriers, but to prevent claims by protecting shipments.

Preventing claims is a much better approach to the claims problem than fighting claims.

The record indicates that the airlines (and all other modes of transport) need some help in this regard.

Wallace I. Longstreth

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## NEW GUARANTEED SPACE VIA JAL COURIER CARGO

Now Japan Air Lines brings you big-door, big-lift ALL-CARGO Courier service between the U.S. and Japan. Weekly departures from San Francisco at 5 p.m. every Saturday...from Tokyo at 8 p.m. every Thursday. Reserve space in advance and guarantee on-time delivery for even the biggest cargo (doors

will admit large crates through 95" x 67" opening!).

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Washington, D.C.: ME 8-2315

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## TRENDS

**Air Cargo handling procedures** will change materially in the 1960-61 period. The new generation of cargo aircraft will come equipped with built-in materials handling devices. For the most part, these are expected to be floor-level conveyors.

Cargo terminal operators will need to extend the systems from the planes into the storage and transfer areas or else penalize airline quick turnaround plans. Where trucks of some sort provide the bridge between aircraft and terminal floor-level conveyors will also be needed.

At the recent cartage conference in Chicago, manufacturers' representatives were quietly checking out the market for new materials handling systems. They appeared to be happy with what they found.

**North Central Airlines'** entry into the air freight business is paying off big. In June, NOR's first month with air freight, 160,380 pounds were handled, producing approximately 17,000 freight revenue ton miles. The combined total of air express and air freight for the month was 768,325, exceeding the previous month's cargo total by 160,000 pounds.

In July, NOR handled 258,721 pounds of freight (25,608 ton miles) and 671,434 pounds of express for an air cargo total of 930,155 pounds.

**Miami International Airport**, one of the busiest air freight centers in the world, has been hurt by the activities in Cuba. Freight is just not moving to and from Cuba as it used to. Administrative details are causing much of the trouble. Castro's government wants air shipments to the island having a value of \$300 or more to be accompanied by a consular invoice.

**Cleveland is thinking about more space** for handling air freight. City fathers have plans to use part of the old bomber plant on the Southwest side of Cleveland Hopkins Airport. Only a small part of the facility is being used for the Cadillac Tank plant. One of the attractive aspects of the idea is that the building already has taxiways connecting with the runways.

**Look for Eastern Air Lines to launch a big drive** to garner more air freight. The carrier is lifting its embargo on cut flowers, which has been in effect since 1950. EAL is also beefing up its cargo staff.

Another major move soon will give Eastern all-cargo aircraft again.

EAL has started converting Super C Constellations for all-cargo operations. Work is being done at EAL's Miami base. The carrier considers the converted Super Connies as an "interim" step, and is actively seeking a pure cargo airplane. For some years, EAL has limited all-cargo type operations to Constellation Speedpak schedules.

**American Airlines likes its Bunyan Boxes**, but after a year and a half of use recognizes that some changes are in order. Biggest problem is distribution. On occasion, traffic imbalance let the big boxes stack up at one end of the AA system, despite instructions from AA headquarters to the contrary.

AA is also worrying about expanding cargo facilities at several of the nation's major airports. The big problem is airport management which envisions elaborate (and expensive) terminals which AA knows air freight does not need.

**Introduction of true cargo aircraft** is going to present as many or more problems with tariffs as cargo handling. Rate philosophies will vary from carrier to carrier. One school will promote volume discounts regardless of the commodity involved. The other prominent school leans toward many low rates, but on a selective basis by individual commodity. CAB will be in the middle. In the past, CAB's staff has indicated a preference for class rates and very tight commodity descriptions—in the manner of surface transport systems.

## Airlines Win Victory In New Air Express Pact

The scheduled airlines have scored a major gain under the terms of a new five-year Air Express Agreement. The new contract, which went in effect August 1, 1959, was signed after the railroads voted on a reorganization plan to extend the life of the Railway Express Agency.

Final language of the agreement is being studied and it is anticipated that the pact will be filed with Civil Aeronautics Board for approval this month.

The new agreement incorporates three key airline demands: (1) elimination of the cost-plus feature which guaranteed REA a profit and resulted in REA getting 55¢ out of every air express dollar; (2) more airline control in the air express operation, and (3) closer identification of air express with the airlines.

Profits will be divided under a true partnership arrangement, rather than the former system where REA was paid for costs plus a percentage of profits with the remainder being divided among the airlines.

Under the new setup, certain specified costs will be deducted from income, among them cost of advertising and expense of transfer of shipments between airlines at airports. Whatever remains will be split 50-50 between REA and the airlines. The arrangement will bring considerably more revenue to the airlines since their profits are no longer tied to REA costs.

Matters of policy and management decisions also will be made jointly under the new contract by means of a committee system. Tariffs will be filed jointly, in fact, the whole service is to be operated as a partnership whereas in the past REA has offered the service and the airlines merely participated.

In a joint statement Paul H. Brattain, chairman of the airline negotiating committee, and William B. Johnson, president of REA said, "in our judgment the new type of air express agreement is a major improvement over the existing one in that it sets up mutual incentive for the development and expansion of an even better and more economic air express service during the next five years."

Meanwhile, REA has filed tariffs with the Interstate Commerce Commission providing for a September 1 increase of 25¢ per hundred pounds or minimum per shipment on less-than-carload shipments. On traffic moving solely within the Agency's Eastern or Mountain Pacific regions, the increase and minimum is 35¢.

President Johnson told ICC that "once the Agency can begin to cover its current increased costs with greater revenues from the rate adjustments, it will take steps to implement a further \$10.9 million capital expenditure program, expected to result in annual savings of about \$3.9 million."

In calling for the rate adjustment, the REA official noted that railroad out-of-pocket losses on express for 1959 are now estimated at \$18.5 million instead of the \$38 million estimated in March.

### P. O. Pushes Use Of Air For Expediting All Mail

The airline industry is giving enthusiastic support to Postmaster General Arthur Summerfield's plan to send more first-class mail by air.

Stuart G. Tipton, president of the

Air Transport Association urged Congress "to analyze speedily the details of this plan to see if the Postmaster General's plan will do the job we agree must be done and to enact legislation so that in the civil jet age mail of all classes will be transported by the fastest possible means."

Ready endorsement by the airline and Civil Aeronautics Board did not prevent a minor squabble from breaking out during hearings on the plan before the Senate Post Office Subcommittee.

The Post Office said it needed authority to set rates and contract directly with air carriers for mail shipments so that its plans to send more mail would be "efficient and economical."

The airlines and CAB complained that such a provision would lead to chaotic conditions and cut-throat bidding.

Meanwhile, George M. Moore, acting assistant postmaster general, amplified on P.O. plans.

In exchanges with the subcommittee, Moore noted that initial expansion of the airlift would account for about 53,000 tons a year. This would be in addition to the 25,000 tons a year moved in the "first class mail by air" experiment. He thought it would take six to ten months to fully accommodate the expanded airlift.

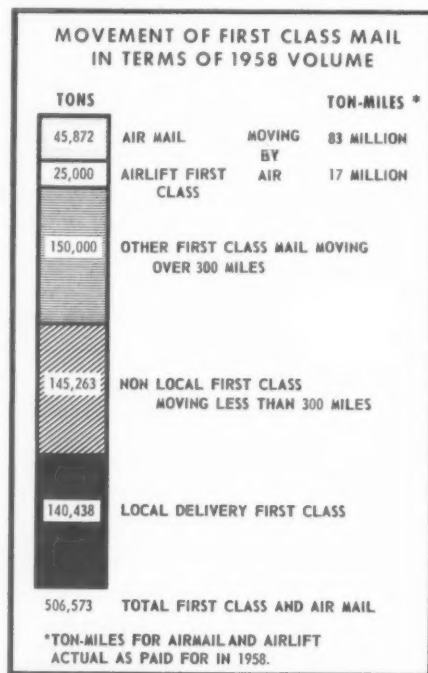
Moore also felt that many small towns now overflowed might be able to get passenger and airmail service as a result of the introduction of this type of mail service. Local Service airlines would be carrying 150,000 pounds of mail a day according to a current Post Office forecast.

### Pan Am Jets Spur S. American Trade

Inauguration of Boeing 707 jet service by Pan American World Airways between North and South America makes same day delivery of cargo between Venezuela, Paraguay, Argentina and the United States a reality, according to PAA, which is currently serving New York and Buenos Aires with scheduled stops at Caracas, Venezuela; Asuncion, Paraguay, and Paramaribo, Surinam, the last mentioned for refueling.

Pan Am said that in addition to passenger and baggage loads, the Clippers are able to reserve space for 6,600 to 10,000 pounds of cargo. On each trip they can carry about 35% as much air cargo as the regular Pan Am freighters which fan out through Latin America.

Pan American is expecting peripherals, electrical appliances, pharmaceuticals and machinery parts to



urged Co... a large part of the cargo shipments. the deta... space has been reserved for such ship-... as well as for newspapers and... other periodicals and for clothing, in... exchange of fashion items between... the two continents.

## New Packaging Firm Formed

A new package engineering firm named Packaging Consultants Incorporated has been formed in Washington, D.C. Thomas P. Wharton, president of the new firm, described his company as a progressive organization devoted to the development, evaluation, and application of new packaging materials, the promotion of advanced packaging concepts, and the integration of packaging and handling methods. The firm was formed, he states, to fill a need for applying engineering principles to the fields of preservation, packaging, storage, handling, and distribution.

## Defense Offers To Sell 110 Surplus C-46s

The Department of Defense and the General Services Administration have put 110 government surplus C-46 aircraft on the block at fixed prices ranging from \$50,000 to \$60,000 each.

GSA said it would extend credit to qualified domestic buyers proposing to lease these aircraft within Continental United States, Hawaii, Alaska, Puerto Rico or the Virgin Islands. A minimum payment of 25% of the purchase price is required with payment of the balance over a three year period in equal monthly installments. The credit terms also require interest payment at the rate of 5% per annum on the unpaid balance.

## Trade

The aircraft to be sold are located at Davis-Monthan Air Force Base, Tucson, Arizona.

Interested parties may receive information concerning the dates of sales and other particulars by directing a request to the National Bidders Control Center, Kelly Air Force Base, San Antonio, Texas.

## Tigers Eye Southeast; Report Record Traffic

In a move to develop air freight traffic from the southeastern part of the United States over transcontinental routes, the Flying Tiger Line has opened a new office in Miami. Peter T. Albert, FTL general sales manager, said increasing traffic between Tigers' western terminals and the southeast over its system and that of interline

connecting carriers made opening of the Miami office advisable.

Meanwhile, Tigers noted that its air freight traffic soared to an all-time peak in the first six months of 1959, totaling \$7,163,805, a gain of 35.7% over the \$5,278,567 recorded in the same period last year.

John L. Higgins, FTL vice president said the six-month gain was climaxed by the largest June business in the carrier's history, \$1,261,749, an increase of 39.3% over last year.

Higgins described the upsurge in June as "exceptional" and remarked: "Business this year has continued at a strong pace into the summer months and we see little evidence of a let-down."

He also pointed out that 15 of 18 Tigers' station reported traffic increases. Detroit showed the highest gain 257.5%.

## New AEI Campaign Assists Importer-Exporter

Air Express International Corp. is stepping up a campaign to assist importers and exporters.

Alvin B. Beck, AEI's executive vice president, said a three-pronged campaign has been directed towards: further reduction of time of delivery of imports; integrating the needs of exporters to the U.S. with the most advanced methods of handling, processing, and no-time lost delivery abroad; and opening up AEI's vast range of services to Europe's foreign

traders with countries other than the U.S.

In explaining the campaign, Beck said: "AEI is a world company, not a local organization with narrow interests. Its particular strength as the world's largest international air freight forwarding organization is rooted in its diversified services offered impartially, and with equal attention to detail to shippers and buyers in every area of the globe."

## A. U. Transport Institute Scheduled For November

The American University of Washington, D.C. will hold the Thirteenth Air Transportation Institute November 9-20. This year's program will focus on major problems of regulation and operation of commercial transportation, with considerable attention centered on the problems of coordinating military and civilian aviation.

## EAL Flower Embargo To Be Cancelled Oct. 15

Eastern Air Lines, on October 15, will lift the embargo on the transportation of cut flowers, in air freight and air express service, within the U.S. and Canada.

The EAL embargo was imposed on July 19, 1950 as a result of the Korean conflict. At that time, EAL turned four DC-4 cargoliners over to the Navy. An additional 13 DC-4s were transferred to the Navy the following year.

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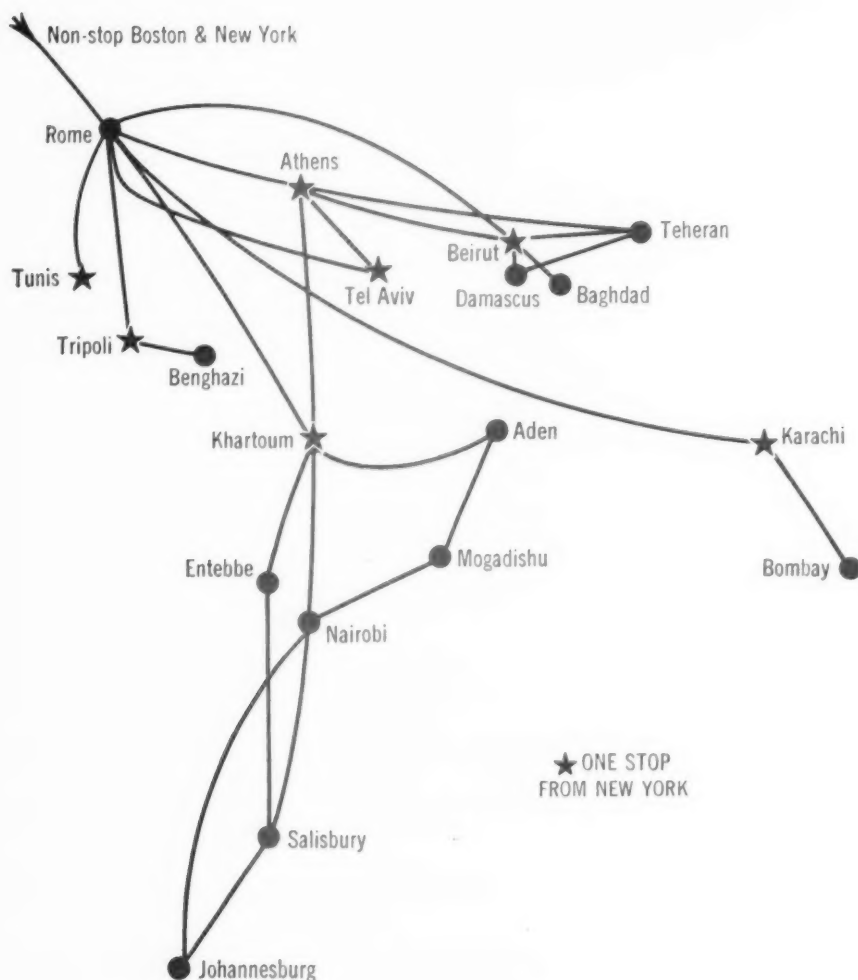
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Speaking in retrospect, FAL vice president for traffic and sales, William L. Morrisette said the restriction on carrying cut flowers, together with perishable food stuffs and certain live animals, plants, fish and some other items was necessitated at that time by the lack of available facilities for proper handling of these commodities aboard aircraft designed primarily for passenger transportation.

Morrisette described the transportation of cut flowers as "highly variable and seasonal." After October 15, he said these flowers may be handled on any Eastern flight when capacity and weight limits permit.

## L. A. Handling Show To Feature New Techniques

The Third Western Regional Material Handling Show, scheduled to run May 11-13 in Los Angeles, will introduce numerous new devices, methods and systems to reduce costs and expedite handling and packaging operations. Complete working assemblies, products, accessories, services and allied fields will be represented.

A. Byron Perkins, executive manager of the show, reports that exhibitors began reserving booths last July. Applications for space are being received and reviewed at the show office, 2807 Sunset Blvd., Los Angeles 26.

## Rules On Household Goods Eased By Japan Air Lines

Japan Air Lines has eased conditions under which household goods and personal effects may be shipped between the U.S. and the Orient.

According to H. N. Salyer, assistant to JAL's general manager, it is no longer necessary to prepay shipments of these items. Payment is deferred until the consignee takes delivery.

A special commodity rate has also been made effective for shipments of personal effects, such as clothing, cosmetics and any personal items not for resale. The rate applies to shipments over 77 pounds. It does not apply to household goods.

## CAL Opens New Building To Handle Denver Freight

Continental Airlines has opened a new air freight building at Stapleton Airfield, Denver.

Elden Brown, CAL director of air cargo sales, said the 2,000 square foot building will enable the company to handle the substantially increased air freight loads expected on the airline's 707 flights between Denver, Chicago and Los Angeles.

## Is Insurance Necessary?

**If several carriers are used to move a shipment from origin to destination, or if the value of the shipment is high, investigate the use of shipping insurance.**

**AIR CARRIER LIABILITY** for lost, damaged, delayed, and spoiled shipments is becoming increasingly important to more and more shippers as air freight continues its rapid climb.

As part of this growing awareness of air freight, shippers are asking questions about "Shippers Interest" insurance, which is available through airlines' local offices. Questions have been raised such as:

Should I purchase this insurance to protect my goods? Am I adequately protected without it under the air carriers' liability tariffs?

Which is less expensive in terms of the protection that is offered and required, insurance or tariff liability, including declared value charges?

Or do I need both forms of protection?

Each shipper must answer these and other questions based on his own shipping situation. To do so, he needs general background information concerning air carriers' liabilities under their filed tariffs as well as the protection afforded under the Shippers Interest insurance coverage.

Many new shippers by air are, to varying degrees, conversant with surface carriers' liability. It seems logical, therefore, that a good starting point is a quick comparison of surface and air carrier liability as established by law.

All cargo is transported subject to the conditions of the contract of carriage, which is the Bill of Lading for surface carriers and the Uniform Airbill or international Air Waybill for carriers by air.

Along with the development of methods of handling freight went the development of rules controlling liability, embodied in the various bills of lading and airbills.

Today the liability of surface carriers is governed by Sec. 20 (11-12) of the Interstate Commerce Act, Part I. The Federal Aviation Act of 1958 (formerly the Civil Aeronautics Act) regulates the liability of common carriers by air. Under the Act, air carriers are required to file tariffs with the Civil Aeronautics Board. These tariffs contain the rules that control the liability of the air carriers and, upon approval of the Boards, assume the force of U. S. law.

A comparison between the liability of domestic air and surface carriers reveals great similarity; however, there are a few important differences.

Under the Interstate Commerce Act, the common law rule has been followed to the effect that surface carriers are insurers of the goods transported—except for five common law exclusions; acts of God, public enemy, public authority, the shipper, and inherent vice.

Although the Interstate Commerce has not changed this



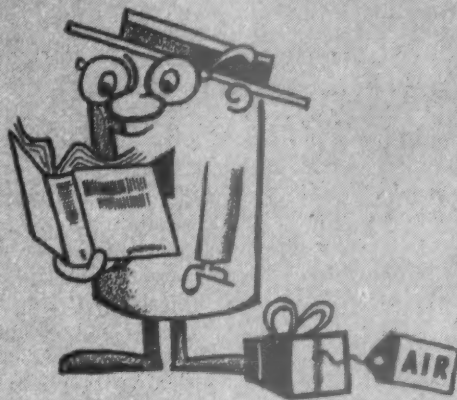
**By JACK NIX**

*Manager of Claims for American Airlines, started in the airline air freight business as a cargo handler with Trans World Airlines 20 years ago after attending the School of Education of New York University. In 1941, he joined American. He has served successively as station agent, supervisor of lost and found, and supervisor of Customer Correspondence. He has held his present post for 12 years.*

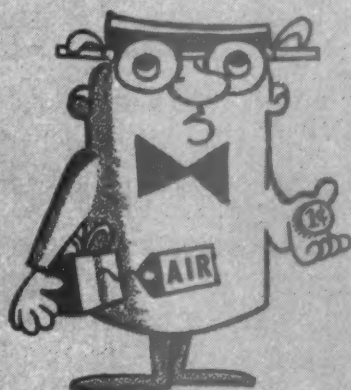
## Solve your insurance problems with the answers to these questions



Should I purchase this insurance to protect my goods?



Am I adequately protected without it under the air carriers' liability tariffs?



Which is less expensive in terms of the protection that is offered and required, insurance or tariff liability, including declared value charges?

Or do I need both forms of protection?

basic concept, other aspects of liability have been affected. Air carriers, on the other hand, are liable only for loss or damage caused by their own negligence. They may limit the dollar amount of their liability by filing applicable tariffs with the CAB. Under the Official Airfreight Tariff 1-A, airline liability is generally limited to \$50 or 50¢ per pound, whichever is greater, on shipments not having a higher declared value.

The shipper may, at his option, declare the full value of the goods on the airbill provided he pays an additional charge for his privilege. In this case, of course, the airline is liable for the full declared value for proved damages caused by its negligence.

Under the Interstate Commerce Act, surface carriers are liable for the full amount of the actual loss, damage, or injury, unless the Interstate Commerce Commission issues a "released rate order."

This allows the carriers to put a dollar ceiling on their liability for a particular commodity (livestock excepted) in return for charging a lower freight rate. To date, few commodities have been so covered, except in the case of the Railway Express Agency (which has been given blanket permission to limit its liability to \$50.00 or 50¢ per pound on all shipments not having a greater value declared by the shipper.)

### Time Limits Compared

Another area for comparison concerns the time limits for requesting inspections, filing claims, and instituting suits.

The Association of American Railroads and the American Trucking Association publish Freight Claim Rule Books, which contain rules requiring the consignee to notify the carrier of concealed damage or loss within 15 days of delivery. But these rules are not legally binding for the carrier cannot decline liability solely on the ground that the concealed damage or loss was not reported within 15 days. A similar rule in the Airfreight Tariffs, on the other hand, is binding on both the carrier and the claimant (i.e., claims must be denied where concealed loss or damage is not reported to the delivering carrier at destination within 15 days).

Formal, written claims against air and surface carriers must be filed within approximately nine months. With respect to air carriers, this means within 270 days from the date the shipment was accepted by the first carrier at point of origin. In surface transportation nine months are defined as nine calendar months (i.e., same date nine months later), not 270 days. This surface time limit covers all but non-delivery claims. Non-delivery claims must be filed with a ground carrier within nine months after a reasonable time for delivery has elapsed. What is a reasonable time must be determined on the merits of each particular case.

In addition, it is unlawful for air or surface carriers to provide for a time shorter than nine months for filing formal written claims. Furthermore, neither carrier will be liable in an action at law unless the suit is begun within two years after the carrier has disallowed the claim in whole or in part.

Surface carriers are not ordinarily held liable for special or consequential damage except where the exposure to these hazards was within the contemplation of both the shipper and carrier at the time the shipment was accepted, or express notice of the special circumstances was given to the carrier at the time of shipment. (To oversimplify—these are damages suffered by the shipper or consignee rather than to the shipment; e.g., payroll expenses while a plant is closed down because a shipment of vital machinery has been delayed). Virtually all air carriers are exempt from



ability for special or consequential damages whether or not the carrier had knowledge that such damages might arise.

Many shipments moving by surface and air are handled by more than one carrier on a through Bill of Lading. The shipper, of course, must know from which carrier he can recover in case of loss or damage. The Interstate Commerce Act provides that the carrier issuing the Bill of Lading, the delivering carrier, or the responsible carrier may be sued by the owner of the goods. And Sec. 20 (2) as amended, permits the carrier that is required to pay, to recover from the carrier responsible for the loss or damage the amount of the claim, plus the amount of expense reasonably incurred in defending any action brought by the owner of the lost or damaged goods. The air carrier is liable only for its own negligence whether it is the originating, intermediate, or delivering carrier. Thus, if a delivering air carrier is sued, but can prove it was not responsible for the loss or damage, the owner of such goods must then proceed against the carrier actually responsible.

In practice, however, the interline air freight claims are handled in accordance with an Interline Cargo Claims Manual, which enables the claimant to deal with only one air carrier, whether or not that carrier is the responsible party.

Finally, in this analysis of the knowledge needed for a shipper (and consignee) to protect himself or his customer from transportation losses, there is the subject of Shippers Interest insurance. (The points related to this subject that follow refer to the insurance policy issued through American Airlines offices; other policies may offer different coverage.)

Based on my experience of having processed or supervised the handling of some 35,000 air freight claims in 12 years, I must warn against the term often incorrectly used to describe this coverage—namely "All Risk" insurance. The coverage in question does not protect against all risk. American Airlines, in fact, has cautioned its people against using that phrase. It is misleading.

Shippers Interest insurance is issued by a private insurance company through the local offices of most air carriers. In general, it protects the goods from door to door no matter how many carriers participate in the haul. And no matter how many forms of transportation are involved in the movement.

This point is significant to a shipper whose merchandise is carried by two or more lines, and especially via two or more forms of transportation.

It would seem advisable, therefore, in deciding whether to purchase Shippers Interest insurance, to consider the numbers and kind of carriers to be dealt with in the event a claim arises. With this coverage the owner of the goods has just one claim with one party, the insurance company.

### Payment Hinges on Damages

Whether or not the claim will be paid depends on the cause of the damages. Shippers Interest insurance protects cargo against all outside causes of loss or damages—whether or not the carrier itself was negligent.

There is one important exception—delay. Damages caused by delay are not covered; nor are those caused by an inherent defect (vice) in the goods themselves (e.g., disease in horticulture products not related to outside causes that arise during transportation.)

So we come to the second consideration in determining whether or not it is advisable to purchase this insurance—that is, the type of damage or loss that a particular shipper's merchandise is potentially subject to.

If a cut flower shipper, for instance, knows from ex-

perience that his claims are usually caused by carrier delay, he will want to weigh this factor in making his decision.

One of our good customers, a cut flower shipper, decided to drop the declared value protection and use only this insurance. During an interline haul, another carrier negligently delayed and thereby was responsible for spoiling the flowers. The shipper then learned, to his dismay, that delay was excluded from the insurance coverage. He was further disheartened to learn that under the tariff, the carrier that delayed the shipment was liable for only 10¢ per pound for cut flowers. Instead of collecting \$200.00 under the insurance, the shipper collected \$13.00 from the carrier for his 130 pound consignment.

A third variable is the time limits on the filing of claims.

As we have seen, surface and air carriers have certain fixed time limits, the non-compliance of which outlaws a claim despite its merits. Shippers Interest insurance, on the other hand, has no hard and fast time limits on the filing of a claim. So the shipper should think about this in terms of his own experience.

Are his consignees or employees in branch offices dilatory in complying with carrier time limits? Has this cost him money in unpaid claims, or in customer good will?

If so, perhaps insurance is the answer.

The fourth consideration, is the actual premium cost for the Shippers Interest coverage versus the cost of shipping under the liability of carriers as outlined in their tariffs. All air carriers' dollar liabilities are limited. Surface carriers may have limitations. When such limitations govern, there is a charge of some kind, directly or indirectly to increase liability.

Using American Airlines as an example, the shipper who insures under the Shippers Interest policy does not have to bother about declaring a value and paying the corresponding charges; consequently, he should allow for that saving in computing the premium cost of the insurance. This latter, via American Airlines, ranges from 4¢ to 33¢ per \$100 of insured value, depending upon the commodity and the distance.

### Can You Afford It

The final consideration is, of course, whether or not a shipper can afford to suffer a loss for which he may not be reimbursed. This principle is fundamental to any insurance question. At this point the shipper should also explore the advisability of purchasing a private transit policy to fit his needs. He can get information about this coverage through his broker or by contacting insurance companies directly. The cost of such protection is another factor to be weighed in the shippers' analysis.

To sum up: After checking the various liabilities assumed by carriers and the limitations thereon, the coverage offered by this insurance, the number and kind of carriers to be used, the kind of claims his goods are susceptible to, the promptness with which claims have been filed under carrier time limits, the declared value and insurance costs, and his financial ability to self insure—or to get a private transit policy through outside sources—each shipper must, for himself, decide whether Shippers Interest coverage is tailored to his particular needs.

If the shippers' desire is to use the shippers interest protection, he merely has to write across the face of the airbill (or tell the air carrier agent to do so) under the "Instructions to Carriers" line, the words "Insurance Requested For \$——," putting in the dollar amount desired. The premium may be prepaid or collect, the same as the freight charges.

If damage does occur, the shipper or consignee may file a claim with the insurance company by sending it through the air carriers' claims department.

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# U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

**CITY.** Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted  
 @ indicating freight service only or  
 @ indicating express service only.

**CARRIERS.** The two letter code of carrier providing service for each city is designated. Each carrier provides express and freight service unless noted by  
 @ indicating freight service only or  
 @ indicating express service only.

**AIR FREIGHT TELEPHONE NUMBERS.**

**AIRCRAFT AND MAXIMUM SIZE.** The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement.

**MAXIMUM WEIGHT.** Maximum weight per piece carrier will handle in each city without advance arrangement. **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

**RAIL EXPRESS and MOTOR FREIGHT.** Availability of transfer facilities to Rail Express and motor freight indicated by

A—available at airport and in city  
 C—available in city only.

**CUSTOMS FACILITIES.**

A—available at airport only  
 C—available in city only  
 AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

**AIR-BUS.** Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

**PICK UP and DELIVERY (Air Freight) RATES.**

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	See Pinehurst, N. C.									
ABERDEEN, S. D.	ABR	NO	Baldwin 5-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	NOM	WC	General 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	GO	OK-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CN	Federal 2-5787	3	200	C	C	DAL		No Service Available	
ATINSWORTH, NEB.	ANW	FL	373	3	200			DEN		No Service Available	
AKRON, OHIO	CAK	AA	Tyler 6-2315	9	250	C	A	AC		.65	1.75
		CA	Tyler 6-2303	3,4	250	C	A	AC		.65	1.75
		EA	Tyler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT	Tyler 6-2353							.50	1.50
		UA	Tyler 6-2361	6	200	C	A	AC		.65	1.75
ALAMAGORDO, N.M.	IRM	CO	Hemlock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOGA, COLO.	ALS	FL	JU 9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HE-2-0525	9,19	200	C	A	DRH		.45	.95
ALBANY, N.Y.	ALB	SO	HE-6-2418	9,5	100	C	A	DRH		.45	.95
		AA	Union 9-5321	7,8,19	200	C	C	AC	G	.60	1.40
		EA	Union 9-5361							.60	1.40
		FT	Albany 4-8223	9,3	200	C	C	AC		.60	1.40
		MO	Union 9-5339	19	400	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC	Union 9-5379	3	150	C	C	AC		No Service Available	
ALBUQUERQUE, N.M.	ABQ	CO	Plaza 3-4232	9,3,22	200	A	A	ELP	G	.40	.85
		FL	Chapel 2-5219	3	200	A	A	ELP		.40	.85
		CH	Chapel 7-1473	8,7	250	A	A	ELP		.40	.85
		TW	3-1705	9,3	300	C	C	BTR		.60	1.25
		DL	4471							.60	1.25
ALEXANDRIA, LA.	AEX	TT	CO-4-0557	19	200	A	A	PHL	G	.50	1.35
		EA	Congress 4-0597	19	400	A	A	PHL		.50	1.35
		TW	Congress 4-0512	9	300	A	A	PHL		.50	1.35
		UA	353	3	200	C	C	DEN		No Service Available	
		WA	See Bryan, Tex.							No Service Available	
ALLENSTOWN, PA.	ABE	TT	HO-5-2044	3	150	C		PIT	G	.55	1.75
ALLIANCE, NEB.	ATA	BN	DR-6-9373	9,3	500	C	C	DAL	G	.80	1.35
ALPINE, TEX.	MUF	CN	DRake 3-5830	3	200	C	C	DAL		.80	1.35
ALTOONA, PA.	AOO	CO	DR 3-4326	3	200	C	C	DAL		.80	1.35
A AND M COLLEGE, TEX.		TW	DRake 2-5517	20	200	C	C	DAL		.80	1.35
AMARILLO, TEX.	AMA	LK		8	200	C		LAX		Los Angeles Area	
ANAHEIM, CALIF. @	ANA	AS	2-0131	3,4	1000	A	A	AC		1.00	2.00
ANCHORAGE, ALASKA	ANC	CD @		3		A	A	AC			
ANDERSON, S.C.	AND	NW	41661	6,10,15A	2000	A	A	AC		1.00	2.00
		PN	27531	16,4,8		A	A	AC		1.00	2.00
		EA	CA-4-0231	19	200	C	A	ATL	G	.35	.75
		PA	See Detroit, Mich.								
		SO	Adams 6-8238	4,6,10,15,2	1500					No Service Available	
ANN ARBOR, MICH.		SO	Adams 6-8238	3	100					No Service Available	
ANNETTE ISLAND, ALASKA	ANN	BL	Apple Valley 7-7209	3	200		A	LAX		No Service Available	
ANNISTON, ALA.	ANB	PC								No Service Available	
APPLE VALLEY	APV									No Service Available	
ARCATA, CALIF.	ACV									No Service Available	
ARDMORE, OKLA.	APD	CN	141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N.C.	AVL	CA	2-2404	3	150	A	C	INT	G	.60	1.50
ASHLAND, KY.	HTW	DL	AL-2-7601	3	200	A	C	INT		.60	1.50
		FL	AL 25061	3	100	A	C	INT		.60	1.50
		EA, PI								Apply Huntington Rules	
		WC	Walnut 1-2551	3	150	C	A	C		No Service Available	
		SO	LI-81364	3	100	C	A	ATL		.65	1.35
ASTORIA, ORE.	AST		See Orange, Mass.								
ATHENS, GA.	AHN										
ATHOL, MASS.	ORE										
ATLANTA, GA.	ATL	CA	Poplar 1-8811	3,22,8	250	A	A	C		.50	1.55
		DL	Poplar 6-5315	9,3,5,10,8,19,1-A	6000	A	A	C		.50	1.55
		EA	PO-7-0221	7,8,16,10,19,52,9	500	A	A	C		.50	1.55
		RD	Poplar 6-2711	1	6000	A	A	C		.50	1.55
		SO	Poplar 6-5321	3	200	A	A	C		.50	1.55
ATLANTIC CITY, N.J.	ACT	TW	Popular 6-9655	7	250	A	A	C		.50	1.55
		AL	Pleasantville 2458	3,19	150	A	A	PHL		.55	1.10
		EA	Pleasantville 2500	19	200	A	A	PHL		.55	1.10
		See Lewiston, Me.									
		DL	2-8814	9,3	300	C	A	ATL	G	.75	1.50
AUBURN, ME.	LEM	EA	2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, GA.	AGS	NE	Mayfair 2-1351	3	200	A	C	PAM		.50	1.25
AUGUSTA, ME.	AUG	BN	HO-5-5461	9,3	200	A	C	SAT	G	.50	1.25
AUSTIN, TEX.	AUS	CO	HO-5-6515	9,3	200	A	C	SAT		.50	1.25
BAIE COMEAU, P.Q.	YBC	TT	HO-5-6538	3	150	A	C	SAT		.50	1.25
		QBA		3	400						
		WC	ENT 461	3	150	C	C	PHX		No Service Available	
		BKE	Export 9-2921	9	200	A	C	LAX	G	.40	.95
		PC	Export 9-1771	3,19	200	A	C	LAX		.40	.95
BAKERSFIELD, CALIF.	BFL	UA	Saratoga 7-3210	9,15,50A	6000	A	A	C	G	.75	1.60
BALTIMORE, MD.	BAL	AL	Southfield 1-1300	3	150	A	A	C		.75	1.60
(Concluded)		CA	Saratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL	Southfield 6-2100	8	200	A	A	C		.75	1.60
		EA	Mulberry 5-7718	19,7,8,10	200	A	A	C		.75	1.60
		NA	Southfield 1-0603	9,6	200	A	A	C		.75	1.60
		NE - (Service Suspended)									
PA		MU 5-1630									
RD - (Service Suspended)											
TW		Saratoga 7-1303		8,19,50	400	A	A	C		.75	1.60
UA		Southfield 6-7600		9,10	300	A	A	C		.75	1.60



## U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ANDOVER, ME.	BGR	NE	7314	3	200	A	A	C		.50	1.00
ANDERSON, MO.	BHB	NE Seasonal	Normandy 7-2573	3	200	C		C		No Service Available	
ANDERSON, VT.	MPV	See Montpelier, Vt.								Seasonal	
ANDERSONVILLE, OKLA.	BVO	CO.	147	9,3	200	C	C	MKC		.55	1.10
		CN.	636	3	200	C	C	MKC		.55	1.10
ANDERSON, WYO.	GEY	See Greybull, Wyo.									
ANDERSON, LA.	BTR	DL.	Elgin 5-4491	9,3	300	C	C	C	G	.55	1.25
		EA.	EL 5-2581	19,8,9	200	C	C	C		.55	1.25
		SO.	EL 7-1488	3	100	C	C	C		.55	1.25
		NO.	Woodward 3-1541	3,9	200	A				No Service Available	
ANDERSON, MICH.	BTL	See Saginaw, Mich.									
ANDERSON, N.C.	MBS	See Morehead City, N.C.									
ANDERSON, NEB.	MRH	FL.	CA 3-5312	3	200			OMA		No Service Available	
ANDERSON, TEX.	BTE	DL.	TE-5-7541	9	300	C	A	C	G	.55	1.50
		EA.	TE-5-4573	19,8,9	200	C	A	C		.55	1.50
		TT.	TE-5-1425	3	150	C	A	C		.55	1.50
		PI.	Clifford 2-2314	3	100	C	C	CVG		No Service Available	
		TT.	FL-8-4727	3	150	C				No Service Available	
ANDERSON, W. VA.	BHW	See Phillipsburg, Pa.									
ANDERSON, TEX.	NIR	UA.	Regent 4-4100	9,3,5	200	C	C	AC		No Service Available	
ANDERSON, WASH.	BLI	NO.	Edmerson 5-3473	3	200	C	C			No Service Available	
ANDERSON, WIS.	JVL	WA.	Plaza 1-8009	3	200	C	C			No Service Available	
ANDERSON, MINN.	BFI	WA.	Lincoln 8-2118	3	150	C	C	FOX		No Service Available	
ANDERSON, OHIO	ROM	NE Seasonal	Milan 2011	3	200	A		LWM		No Service Available	
ANDERSON, N.H.	BML	EA.	5951	7	200			A			
ANDERSON	BDA	PAA	1055	11	600			A			
ANDERSON, PA.	ABE	See Allentown, Pa.									
ANDERSON, TEX.	BGS	CO.	AMhurst 4-8971	3	200	C	C	SAT	G	.40	1.00
ANDERSON, MONT.	BIL	FL.	2-3466	3	200	A	A	GTF	G	.50	1.25
		NW.	9-1989	4,6,11	300	A	A	GTF		.50	1.25
		WA.	2-5161	6	200	A	A	GTF		.50	1.25
ANDERSON, MISS.	—	See Gulfport, Miss.									
ANDERSON, N.Y.	BGM	EA.	9-1544	19	200	C	C	SYR	G	.45	.95
		FT.	Binghamton 9-1591	23	10000	C	C	SYR		.50	1.00
		MO.	7-1263	9,3	200	C	C	SYR		.50	1.00
		TW.	9-1576	19	250	C	C	SYR		.50	1.00
ANDERSON, ALA.	BHM	CA.	Worth 1-6192	3,22,8	250	A	A	C		.60	1.20
		DL.	Liric 2-9605	9,5,7,1-A	2000	A	A	C		.60	1.20
		EA.	WO-1-4631	8,7,19,9,10	200	A	A	C		.60	1.20
		SO.	WO-1-3737	3	100	A	A	C		.60	1.20
ANDERSON, ARIZ.	DUG	See Douglas, Ariz.								No Service Available	
ANDERSON, N.D.	BIS	FL.	CA-3-3272	3	200	A	A	MSP		No Service Available	
		NO.	Capital 3-3640	3	200	A	A	MSP		No Service Available	
		NW.	Capital 3-7400	4,6	200	A	A	MSP		No Service Available	
ANDERSON, ILL.	BMI	CO.	5-2840	3	200					.45	1.25
ANDERSON, IND. @	BMG	LC.	Valley 5-2611	3	200	C					
ANDERSON, W. VA.	BLF	PT.	Davenport 7-6141	3	100	C		INT	G	.50	1.00
ANDERSON, CALIF.	BLH	BL.	16-F-3	3	200	C	C	SAN		No Service Available	
ANDERSON, LA.	BXA	SO.	Regent 5-6343	3	100					No Service Available	
ANDERSON, IDA.	BOI	UA.	Boise 3-2521	9,5,6	400	C	A	SPD	G	.40	.85
		WC.	Boise 2-3661	3	150	A	A	REG		.40	.85
ANDERSON, TEX.	BOD	CN.	Broadway 3-2818	3	200	C	A	DAL		No Service Available	
ANDERSON, MASS.	BOS	AA.	Liberty 2-5470	9,5,15,10,52,50A	6000	A	A	AC	G	.70	1.40
		AET.	Hubbard 2-2025	7	550						
		AF.	Copley 7-5350	7	200	A	A	AC		.70	1.40
		AZ.	Hancock 6-2373	10	440	A	A	AC		.70	1.40
		BA.		11,8	1100	A	A	AC		.70	1.40
		BOAC.			220						
		EA.	Idogan 7-4446	8,7,19,10,52	200	A	A	AC		.70	1.40
		FT.	Idogan 7-6161	23	10000	A	A	AC		.55	1.25
		MO.	E. Boston 7-6600	9,3	200	A	A	AC		.70	1.40
		NA.	Idogan 7-7600	9,5,6	200	A	A	AC		.70	1.40
		NE.	Idogan 7-8300	3,6,22	200	A	A	AC		.70	1.40
		PA.	HU 2-1747	6,10	600	A	A	AC		.70	1.40
		RD (Service Suspended)		1	6000	A	A	AC		.70	1.40
		TC.	Liberty 2-6070	22	200	A	A	AC		.70	1.40
		TW.	Copley 7-7225	8,19	400	A	A	AC		.70	1.40
		UA.	Idogan 7-4500	9,5,10,6,15	6000	A	A	AC		.70	1.40
ANDERSON CITY, NEV.	BID	See Las Vegas, Nev.									
ANDERSON, KY.	BWG	EA.	VI-2-1601	19	200	A	A	BNA	G	.35	.50
ANDERSON, MONT.	BZN	NW.	Juniper 6-6026	4	200	C	C	GTF		No Service Available	
ANDERSON, FLA.	SRQ	See Sarasota, Fla.									
ANDERSON, PA.	BFD	AL.	2-3551	3,19	150	C				.55	1.50
ANDERSON, TEX.	BED	TT.	2110	3	200	C				No Service Available	
ANDERSON, MINN.	BBD	NO.	5531	3	200	C	C			No Service Available	
ANDERSON, MAN.	YBR	TC.	5328	3	200	C	C	C		.50	1.00
ANDERSON, TEX.	CO.	See Boston, Mass.								.50	1.00
ANDERSON, CONN.	BDR	AA.	Edison 7-1279	9	200	A		C	G	.60	1.35
ANDERSON, VA.	TRI	NY.		19	200					.60	1.35
		CA.	South 2510	3	150	C	C	INT	G	.50	1.10
		FL.	South 4-2123	3	100	C	C	INT	G	.50	1.10
ANDERSON, S.D.	BKX	MO.	Mt. 2-2721	3	200	A	C	DMA		No Service Available	
ANDERSONVILLE, TEX.	BRO	BN.	Lincoln 2-7431	9	200	A	A	AC		.35	.75
		EA.	LI-6-1694	9	200	A	A	AC		.35	.75
		PA.	2-5360	6	500	A	A	AC		.35	.75
ANDERSON, TEX.	BWD	TT.	6882	3	150	C		DAL		No Service Available	
ANDERSON, GA.	SSI	DL.	107	3	200	C	C	C	G	.40	.85
		EA.	2707	19	200	C	C	C		.40	.85
ANDERSON, TEX.	CLL	CO.	VI-6-4789	3,9	200	C	C	SAT	G	.55	1.10
ANDERSON, N.Y.	BUP	AA.	Plaza 6007	9,5,15,10	6000	A	C	AC	G	.50	1.65
		AL.	Spring 4800	3	150	A	C	AC		.50	1.65
		CA.	Plaza 2240	3,4,8,22	250	A	C	AC		.50	1.65
		FT.	Plaza 3071	Served through CLE/BOM	10000	A	C	AC		.50	1.65
		LC @	Spring 8282	3	200	A	C	AC			
		MO.	Plaza 3000	9,3	200	A	C	AC		.50	1.65
ANDERSON, CALIF.	BUR	See Los Angeles, Calif.									
ANDERSON, IDA.	BYI	WO 850A	Orchard 8-7402	3	150	A	A	GFT		No Service Available	
ANDERSON, IOWA	BRL	CO 515	Plaza 2-4262	3	200	A	C	AC		.50	1.50
ANDERSON, VT.	BTY	EA.	4-6814	7,8,19	200	A	C	AC		No Service Available	
		NE.	4-5745	3	200	A	C	AC		No Service Available	
ANDERSON, MONT.	BTM	NW.	6489	4	200	A	A	GTF	G	.55	1.35
		WA.	6555	9	200	A	A	GTF		.55	1.35
ANDERSON, ALA.	YYC	TC.	Amherst 9-1381	3,7,13,22,12	200	C	C	C		.50	1.00
		CP.	Amherst 2-4970	9	200	C	C	C		.50	1.00
		WA.	Chestview 7-0176	6	200	C	C	C		.50	1.00
ANDERSON, MICH.	—	See Houghton, Mich.									
ANDERSON, MO.	ESN	See Easton, Mo.									
ANDERSON, MASS.	—	See Boston, Mass.									
ANDERSON, ARL.	CDN	TT.	TE-6-3784	3	150	C				No Service Available	
ANDERSON, N.J.	PAL	See Philadelphia, Pa.									
ANDERSON, OHIO	CAK	See Akron, Ohio									
ANDERSON, MO.	OGI	CO Suspended	5-6064	3	200	C	A	STL			
ANDERSON, N. J. @	WWD	AL (Service Suspended)									
ANDERSON, N. H.	CNM	CO.	Tuxedo-5-2992	9,3	200	C	C	ELP		No Service Available	

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maxi- mum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		CITY
										Per 100 Lb.	Minutes	
CARMEL, CALIF. . . . .		See Monterey, Calif.										CARMEL, OHIO (concluded)
CASPER, WYO. . . . .	CPH	FL . . . . .	2-7135	3	200	C	C	DEN		.50	1.30	CASPER, N.H.
		WA . . . . .	3-3777	9	200	C	C	DEN		.55	1.30	CASPER, N.Y.
CASTLEGAR, B. C. . . . .	YOS	CP . . . . .		9	200	C	C					CASPER, N.Y.
CEDAR CITY, UTAH . . . . .	CDC	BL . . . . .	Uniper 6-9741	3	200	C	C	LAX		No Service Available		CASPER, N.Y.
CEDAR FALLS, IOWA . . . . .		See Waterloo, Iowa										CASPER, N.Y.
CEDAR RAPIDS, IOWA . . . . .	CID	UA . . . . .	Empire 4-2481	9	200	C	C	OMA	G	.55	1.20	CASPER, N.Y.
		OZ . . . . .	Empire 2-1103	3	200	C	C	OMA	G	.55	1.20	CASPER, N.Y.
CHADRON, NEB. . . . .	CDR	FL . . . . .	HE 2-2055	3	200	C	C	DEN		No Service Available		CASPER, N.Y.
CHAMPAIGN, ILL. . . . .	CHI	OZ . . . . .	6-7271	3	200		A			.65	1.25	CASPER, N.Y.
CHARLESTON, ILL. . . . .		See Mattoon, Ill.										CASPER, N.Y.
CHARLESTON, S.C. . . . .	CHS	DL . . . . .	4-2567	3	200	A	C	C		.75	1.50	CASPER, N.Y.
		EA . . . . .	4-3311	19,9,10	200	A	C	C		.75	1.50	CASPER, N.Y.
		NA . . . . .	CHerwood 4-4256	9	200	A	C	C		.75	1.50	CASPER, N.Y.
CHARLESTON, W. VA. . . . .	CHW	AA . . . . .	Dickens 6-6204	9	300	A	A	CVG	G	.55	1.40	CASPER, N.Y.
		CA . . . . .	2-8007	3,22,8	250	A	A	CVG		.55	1.40	CASPER, N.Y.
		EA . . . . .	DI-6-0308	19,7,9	200	A	A	CVG		.55	1.40	CASPER, N.Y.
		FI . . . . .	Dickens 6-0691	3	100	A	A	CVG		.55	1.40	CASPER, N.Y.
CHARLOTTE, N.C. . . . .	CLT	CA . . . . .	Express 7-0773	3,22	150	A	A	INT	G	.50	1.25	CASPER, N.Y.
		DL . . . . .	Express 7-0487	9,8,1-A	400	A	A	INT		.50	1.25	CASPER, N.Y.
		EA . . . . .	EX-9-3331	8,16,7,19,9,10	100	A	A	INT		.50	1.25	CASPER, N.Y.
		FI . . . . .	Express 9-3371	3	100	A	A	INT		.50	1.25	CASPER, N.Y.
		SO . . . . .	EX-9-7474	3	100	A	A	INT		.50	1.25	CASPER, N.Y.
CHARLOTTETOWN . . . . .	YYQ	MAR . . . . .	7361	1,3,4	500	A	A	A		.70	1.40	CASPER, N.Y.
CHARLOTTESVILLE, VA. . . . .	CHO	FI . . . . .	3-5158	3	100	C	C	DEA		.65	1.30	CASPER, N.Y.
CHATTANOOGA, TENN. . . . .	CHA	BU . . . . .	MA 23701	9	200	C	C	C	G	.65	1.30	CASPER, N.Y.
		CA . . . . .	9-3103	22,8	250	C	C	C		.65	1.30	CASPER, N.Y.
		DL . . . . .	MA-2-8336	9,3	400	C	C	C		.65	1.30	CASPER, N.Y.
		EA . . . . .	MA-9-6101	19,9,7,10	200	C	C	C		.65	1.30	CASPER, N.Y.
CHEBOYGAN, MICH. . . . .	PLM	CA . . . . .	1499	3,4	150	C		C		.55	.75	CASPER, N.Y.
CHEYENNE, WYO. . . . .	CYS	FL . . . . .	2-0551	3	200	A	C	DEN	G	.60	1.25	CASPER, N.Y.
		UA . . . . .	7-7722	9	200	A	C	DEN		.60	1.25	CASPER, N.Y.
		WA . . . . .	8-8916	6	200	A	C	DEN		.60	1.25	CASPER, N.Y.
CHICAGO, ILL. . . . .												CASPER, N.Y.
Midway Airport . . . . .	MDW	AA . . . . .	Reliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75	CASPER, N.Y.
		AF . . . . .	State 1-1250	7	200	A	A	AC		.70	1.75	CASPER, N.Y.
		BN . . . . .	Portsmouth 7-5028	9,1,3,5,10,8	2000	A	A	AC		.70	1.75	CASPER, N.Y.
		CA . . . . .	Portsmouth 7-2266	3,4,22	250	A	A	AC		.70	1.75	CASPER, N.Y.
		CO . . . . .	Unilow 5-6800	10,22	200	A	A	AC		.70	1.75	CASPER, N.Y.
		DL . . . . .	PO-7-1900	9,5,10, 1-A	6000	A	A	AC		.70	1.75	CASPER, N.Y.
		EA . . . . .	Reliance 5-2211	10,8,7,19,52,9	10000	A	A	AC		.70	1.75	CASPER, N.Y.
		FT . . . . .	Portsmouth 7-8200	23	10000	A	A	AC		.70	1.75	CASPER, N.Y.
		LC . . . . .	Portsmouth 7-7180	3	200	A	A	AC		.70	1.75	CASPER, N.Y.
		LH . . . . .	Andover 3-6670	3	200	A	A	AC		.70	1.75	CASPER, N.Y.
		NO . . . . .	Unilow 5-1020	3,9	200	A	A	AC		.70	1.75	CASPER, N.Y.
		NW . . . . .	Randolph 6-9562	11,10,4,6,52	300	A	A	AC		.70	1.75	CASPER, N.Y.
		OZ . . . . .	Unilow 5-1952	3	200	A	A	AC		.70	1.75	CASPER, N.Y.
		RD . . . . .	Unilow 2-4040	1	10000	A	A	AC		.70	1.75	CASPER, N.Y.
		TC . . . . .	Randolph 6-3644	22	200	A	A	AC		.70	1.75	CASPER, N.Y.
		TW . . . . .	Dearborn 2-7666	8,7,19	400	A	A	AC		.70	1.75	CASPER, N.Y.
		UA . . . . .	Portsmouth 7-5100	9,5,15,10,6	6000	A	A	AC		.70	1.75	CASPER, N.Y.
O'Hare Field . . . . .	ORD	AA . . . . .	Gladstone 5-4308	9,5,50A	6000	C	A	C	G	.70	1.75	CASPER, N.Y.
		BA . . . . .	Dearborn 2-7744	10	1150	C	A	C		.70	1.75	CASPER, N.Y.
		BN . . . . .	GL-5-4310	3	200	C	A	C		.70	1.75	CASPER, N.Y.
		CA . . . . .	Portsmouth 7-2266	3,4,22	250	C	A	C		.70	1.75	CASPER, N.Y.
		CO . . . . .		50	500	C	A	C		.70	1.75	CASPER, N.Y.
		DL . . . . .	National 5-6600	9	300	C	A	C		.70	1.75	CASPER, N.Y.
		EA . . . . .	Reliance 5-2211	7,10,19	200	C	A	C		.70	1.75	CASPER, N.Y.
		NO . . . . .	Unilow 5-1020	3	200	C	A	C		.70	1.75	CASPER, N.Y.
		NW . . . . .		4	200							CASPER, N.Y.
		PA . . . . .	DE 2-4900	10	600	C	A	C		.70	1.75	CASPER, N.Y.
		TW . . . . .	Dearborn 2-7666	8,19,50	400	C	A	C		.70	1.75	CASPER, N.Y.
		UA . . . . .	Gladstone 5-3125	9,5,10,6	400	C	A	C		.70	1.75	CASPER, N.Y.
CHICO, CAL. . . . .	CIC	PC . . . . .	Fireside 2-3007	3,19	200	C	A	C		No Service Available		CASPER, N.Y.
CHISHOLM, MINN. . . . .		See Hibbing, Minn.										CASPER, N.Y.
CINCINNATI, OHIO . . . . .	CVG	AA . . . . .	Dixie 1-5600	9,5,10,15	6000	C	C	C	G	.65	1.60	CASPER, N.Y.
		AX-(Service Suspended)										CASPER, N.Y.
		DL . . . . .	Dixie 1-5884	9,1-A,3,5,10,19	6000	C	C	C		.65	1.60	CASPER, N.Y.
		EA . . . . .										CASPER, N.Y.
		LC . . . . .	Dixie 1-4450	3	200	C	C	C	G	.65	1.60	CASPER, N.Y.
		FI . . . . .	Garfield 1-1315	3	100	C	C	C		.65	1.60	CASPER, N.Y.
		RD-(Service Suspended)										CASPER, N.Y.
		TW . . . . .	Dixie 8974	8,19	400	C	C	C		.65	1.60	CASPER, N.Y.
CLARKSBURG, W.VA. . . . .	CKB	CA . . . . .	Victor 2-3531	3	150	C	C	PIT		.70	1.40	CASPER, N.Y.
CLARKSTON, WASH. . . . .	LWS	See Lewiston, Idaho								No Service Available		CASPER, N.Y.
CLARKSVILLE, TENN. . . . .	CKV	OZ . . . . .	Idlewood 9-5188	3	200					No Service Available		CASPER, N.Y.
CLEARFIELD, PA. . . . .	PSE	See Philipsburg, Pa.										CASPER, N.Y.
CLEARWATER, FLA. . . . .	PIE	See St. Petersburg, Fla.										CASPER, N.Y.
CLEVELAND, OHIO . . . . .	CLE	AA . . . . .	Orchard 1-5421	9,5,10	600	A	A	AC	G	.85	1.90	CASPER, N.Y.
		AL . . . . .	Tower 2-0216	3,19	150	A	A	AC		.85	1.90	CASPER, N.Y.
		AX-(Service Suspended)										CASPER, N.Y.
		CA . . . . .	Clearwater 1-0913	4,8,22	250	A	A	AC		.85	1.90	CASPER, N.Y.
		CL . . . . .	CL-1-8870	9,7,19,52,10	200	A	A	AC		.85	1.90	CASPER, N.Y.
		FT . . . . .	Winton 1-5777	23	10000	A	A	AC		.85	1.90	CASPER, N.Y.
		LC . . . . .	Clearwater 2-5050	3	200	A	A	AC		.85	1.90	CASPER, N.Y.
		NW . . . . .	Winton 1-2442	11,6	300	A	A	AC		.85	1.90	CASPER, N.Y.
		RD . . . . .	Clearwater 2-4270	1	6000	A	A	AC		.85	1.90	CASPER, N.Y.
		TC . . . . .	Superior 1-5595	22	200	A	A	AC		.85	1.90	CASPER, N.Y.
		TM . . . . .	Winton 1-9700	8,19	400	A	A	AC		.85	1.90	CASPER, N.Y.
		UA . . . . .	Clearwater 1-5200	9,5,15,6,10	6000	A	A	AC		.85	1.90	CASPER, N.Y.
CLIFTON, ARIZ. . . . .	CFT	FL . . . . .	University 4-4908	3	200	A	A	DUG		.45	.85	CASPER, N.Y.
CLINTON, IOWA . . . . .	CWI	OZ . . . . .	Chapel 3-2122	3	200	C				No Service Available		CASPER, N.Y.
CLINTONVILLE, WIS. . . . .	CLI	NO . . . . .	2210	3	200	C	C			No Service Available		CASPER, N.Y.
CLONIS, N.M. . . . .	CVS	CO . . . . .	Sunset 4-3528	9,3	200	C	C	ELP		.40	.85	CASPER, N.Y.
CODY, WYO. . . . .	COD	FL . . . . .	103	3	200			GTF		No Service Available		CASPER, N.Y.
COEUR D'ALENE, IDA. . . . .	COE	WC . . . . .	Mohawk 4-5313	3	150	C	C	GEG		No Service Available		CASPER, N.Y.
COLLEGE STATION, TEX. . . . .	CLL	See Bryan, Tex.										CASPER, N.Y.
COLORADO SPRINGS, COLO. . . . .	COS	BN . . . . .	ME 4-6321	9	200	A	C	DEN	G	No Service Available		CASPER, N.Y.
		CN . . . . .	Melrose 5-1586	3	200	A	C	DEN	G	No Service Available		CASPER, N.Y.
		CO . . . . .	Melrose 3-4688	9,3,22	200	A	C	DEN		No Service Available		CASPER, N.Y.
		OZ . . . . .	Gibson 3-4173	3	200					No Service Available		CASPER, N.Y.
COLUMBIA, MO. . . . .	CBI	DL . . . . .	6-3186	9,3	400	C	C	ATL	G	.50	1.20	CASPER, N.Y.
COLUMBIA, S.C. . . . .	CAE	EA . . . . .	6-1603	19	200	A	C	ATL		.50	1.20	CASPER, N.Y.
		DL . . . . .	FA-7-7458	9,3	400	C	A	ATL	G	.50	1.20	CASPER, N.Y.
		EA . . . . .		19	200	C	A	ATL		.50	1.20	CASPER, N.Y.
		SO . . . . .	FA-4-2493	3	200	C	A	ATL		No Service Available		CASPER, N.Y.
COLUMBUS, MISS. . . . .	UBS	SO . . . . .	FA-8-4900	3	100				G	.70	1.75	CASPER, N.Y.
COLUMBUS, OHIO . . . . .	CMH	AA . . . . .	Belmont 1-8277	9,5	600	A						CASPER, N.Y.
		DL . . . . .	AX-(Service Suspended)									CASPER, N.Y.
		EA . . . . .	7-2626	3,5	200	A	C	C		.70	1.75	CASPER, N.Y.
		LC . . . . .	Belmont 5-8661	3	200	A	C	C		.70	1.75	CASPER, N.Y.

(Continued on next page)

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
COLUMBUS, OHIO (Continued)	CMH	PI.	BEImont 7-2585.	3	100	A	C	C	G	.70	1.75
		RD (Service Suspended).	Capital 1-7866.	8,7,19,8A	400	A	C	C		.70	1.75
		UA.	BE 7-3711.	5,6	200	A	C	C		.70	1.75
COLUMBUS, N.H.	CON	NE.	Capital 5-9531.	3	200	A	A	FM		No Service Available	
COLUMBIA, OHIO	OTH	See North Bend, Ore.								No Service Available	
COLUMBIA, KY.	LOZ	See London, Ky.									
COLUMBIA, ALABAMA	CMV	FM.	15.	4,8						1.00	1.00
COLUMBIA, N.Y.	ELM	See Elmira, N.Y.									
COLUMBIA, CALIF.	CMF	LK.	20.	200							
COLUMBIA, TEX.	CRP	BN.	TU-3-8431.	9,3	500	A	A	C	G	.50	1.00
		EA.	TU-4-0331.	19,9.	200	A	A	C		.50	1.00
		TT.	TU-2-7458.	3	150	A	A	C		.50	1.00
		FL.	Logan 5-3032.	3	200	C		DEN		No Service Available	
COLUMBIA, OHIO	CVO	See Albany, Ore.									
COLUMBIA, IOWA	CBF	See Omaha, Neb.									
COLUMBIA, B.C.	YBC	CP.	JU 6-4844.	9	200	C	C	C		.25	.60
COLUMBIA, CAL.	CEC	PC.	2771.	3,19.	200	C	C	OTH		No Service Available	
COLUMBIA, MD.	CBE	AL.								.50	1.00
COLUMBIA, MONT.	CTB	WA.	West 8-2111.	9	200	C	C	A		.35(D)	.75(D)
COLUMBIA, TEX.	DAL	AA.	FL-7-7391.	9,5,15,10,52,50A.	10000	A	A	C	G	.45	1.25
		BN.	FL-1-5522.	9,1,3,5,10.	2000	A	A	C		.45	1.25
		CO.	FL-2-5601.	9,3	200	A	A	C		.45	1.25
		CH.	FL-2-2609.	200	200	A	A	C		.45	1.25
		DL.	Fleetwood 2-2631.	9,1-A,5,10,8.	6000	A	A	C		.45	1.25
		TT.	FL-1-5354.	3	150	A	A	C		.45	1.25
COLUMBIA, ILL.	DNV	LC.	Hickory 6-4727.	3	200	C				.60	1.25
COLUMBIA, VA.	DAN	OZ.	2711.	3	200					.55	1.10
		EA.	7640.	19.	200	C	C	RIC		.55	1.10
		PI.	SW 2-8571.	3	100	C	C	RIC		.55	1.10
COLUMBIA, IOWA	MLI	See Moline, Ill.									
COLUMBIA, N.Y.	YDC	CP.	CFA	3	200		C	C		.25	.60
COLUMBIA, B.C.	YBC	CP.	55.	6,9		C	C			.25	.60
COLUMBIA, OHIO	DAY	AA.	Twin Oaks 8-5511.	9	500	C	A	C	G	.60	1.45
		DL.	10,9.	300	C	A	C			.60	1.45
		LC.	Twin Oaks 8-5857.	3	200	C	A	C		.60	1.45
		TM.	HE 4053.	3,8,7,19.	400	C	A	C		.60	1.45
		UA.	TM 8-3692.	5,6	200	C	A	C		.60	1.45
COLUMBIA BEACH, FLA.	DAB	EA.	CL-3-6541.	19,9,8,7.	200	A	A	JAX	G	.45	1.50
		NA.	CLinton 2-0566.	9,17.	200	A	A	JAX		.45	1.50
		OZ.	3-7741.	200						.45	1.10
COLUMBIA, ILL.	DEC	See Montrose, Calif.									
COLUMBIA, CALIF.	MBY	See Montrose, Calif.									
COLUMBIA, COLO.	MTJ	See Montrose, Colo.									
COLUMBIA, TEX.	SWI	See Silver City, N. Mex.									
COLUMBIA, TEX.	SWI	See Sherman, Tex.									
COLUMBIA, COLO.	DEN	BN.	EA-2-7761.	9,5	500	A	A	C	G	.55	1.30
		CH.	Dexter 3-4228.	9,3,5,10,22	200	A	A	C		.55	1.30
		CO.	East 2-7771.	9,3,5,10,22	200	A	A	C		.55	1.30
		FL.	Florida 5-3515.	3	200	A	A	C		.55	1.30
		TM.	Dwiley 8-1606.	8,7	250	A	A	C		.55	1.30
		UA.	Dexter 3-7744.	9,5,15,6,10	6000	A	A	C		.55	1.30
		WA.	EA 2-1833.	6	200	A	A	C		.55	1.30
		TT.								No Service Available.	
COLUMBIA, IOWA	DSM	BN.	CH-3-0711.	9,3	500	A	A	OMA	G	.45	1.00
		OZ.	Atlantic 8-3654.	3	200	A	A	OMA		.45	1.00
		UA.	Atlantic 8-6711.	9,6	300	A	A	OMA		.45	1.00
COLUMBIA, MICH.	YIP	AA Service suspended.									
		CA.	Woodward 3-8900.	3,4,8,22.	250	A	A	AC		.65	1.75
		DL.	HU-2-6771.	9,3,5	300	A	A	AC		.65	1.75
		EA.	Logan 3-8400.	9,7,8,10,19,52.	200	A	A	AC		.65	1.75
		LC.	Woodward 5-4700.	3	200	A	A	AC		.65	1.75
		MO.	Hunter 3-3410.	9,3	200	A	A	AC		.65	1.75
		NO.	Hunter 2-0620.	3,9	200	A	A	AC		.65	1.75
		TM.	Woodward 2-7272.	8,19,7.	400	A	A	AC		.65	1.75
COLUMBIA (Metropolitan-Wayne County)	DTW	AA.	Hunter 2-6890.	9,5,15,10,52.	6000	A	A	C	G	.65	1.75
		AL.	Whitney 1-2900.	3,19.	150	A	A	AC		.65	1.75
		BOAC.	WD-3-3435.	23.	10000					.65	1.45
		PT.	Logan 2-9220.	11,6,10,15A	2000	C	A	AC		.65	1.75
		HW.	Woodward 3-0800.	10.	600	C	A	AC		.65	1.75
		RD.	Crestwood 8-1300.	1	6000	C	A	AC		.65	1.75
		UA.	Hunter 3-3440.	9,5,15,10	3000	A	A	AC		.65	1.75
COLUMBIA, N.D.	DVL	NO.	MChalor 2-2721.	3	200	C	C			No Service Available	
COLUMBIA, N.D.	DIK	FL.	5372.	3	200	A	C	GFK		No Service Available	
COLUMBIA, CALIF.	LX.	20.									
COLUMBIA, CAN.	DDC	CO.	Hunter 3-3321.	3	200	C	C	MXC	G	.65	1.25
COLUMBIA, ALA.	DAN	EA.	5-1200.	19,9.	200	A	A	PPN	G	.40	.85
		SO.	2-4870.	30.	100	A	A	PPN		.40	.85
COLUMBIA, ARIZ.	DUG	AA.	Empire 4-3437.	5	250	C	C	AC	G	.35	.75
COLUMBIA, WYO.	DGW	FL.	716	3	200				DEN	No Service Available	
COLUMBIA, OHIO	PHD	LC.	New Philadelphia 4-2729.	3	200						
COLUMBIA, PA.	PSB	See Philipsburg, Pa.									
COLUMBIA, IOWA	DBQ	OZ.	3-9441.	3	200	C	A			.65	1.50
COLUMBIA, MINN.	DIN	NO.	Randolph 2-6633.	3,9	200	C	C			.70	1.50
COLUMBIA, OKLA.	DUC	CN.	Alpine 5-5800.	3	200	A	C	DAL		.50	1.00
COLUMBIA, COLO.	DRO	FL.	Cherry 7-2395.	3	200	C	C	DEN		No Service Available	
COLUMBIA, N.C.	HOU	EA.	3-9241.	7,8,19,9	200	C	A	C	G	.70	1.50
		PI.	91981.	3	100	C	A	C			
		TC.	22.	200	C	C				No Service Available	
COLUMBIA, ONT.	YXR	See Allentown, Pa.									
COLUMBIA, PA.	ABE	NO.	Temple 4-1244.	3,9	200					No Service Available	
COLUMBIA, WIS.	EAU	TT.	MU-6-3707.	3	150	C				No Service Available	
COLUMBIA, TEX.	MPK	TC.	28131.	13,3,12,22,7.	200	C	C	C		.50	1.00
COLUMBIA, ALA.	YKD	HW.	55-2120.	6	200	C	C	C		.50	1.00
		WA.	Glendale 5-4197.	6	200	C	C	C		.50	1.00
		CP.	554171.	1,3,9	1000	C	C	C		.75	1.50
COLUMBIA AIR FORCE BASE.	VPS	SO.	25111.	3	200		C	SAU		No Service Available	
COLUMBIA, CAL.	YFL	BL.	Elgin 2-4218.	3	150	C		MMH		No Service Available	
COLUMBIA, ARK.	ELD	TT.	UN 3-7273.	3	150	C		C		.40	1.00
COLUMBIA CITY, N.C.	ECG	CA.	2396.	9	250	C	C	PIT		No Service Available	
COLUMBIA, N.Y.	EKO	UA.	Republic 8-5121.	9	200	C	A	SFO		No Service Available	
COLUMBIA, N.Y.	ELM	CA.	9-3686.	3	150	C	C	SYR	G	.40	1.10
		MO.	9-3656.	3	200	C	C	SYR		.40	1.10
		AA.	Prospect 8-3301.	5,10,52	600	A	C	AC	G	.35	1.10
		CO.	Prospect 8-1951.	9,3,5,6,22,10	400	A	C	AC		.35	1.10
		TT.	3-1253.	3	150	A	C	AC		.35	1.10
COLUMBIA, N.Y.	ELY	UA.	Amhurst 4-4478.	9	200	C	A	SFO		No Service Available	
COLUMBIA, N.Y.	WDC	CN.	Adams 4-5474.	3	200	C		MXC		No Service Available	
COLUMBIA, WASH.	PHM	WC.	Skyline 4-2522.	3	150		C	GEG		No Service Available	
COLUMBIA, N.Y.	ERI	AL.	3-1617.	3,19.	150	C	A	C	G	.40	1.10
		CA.	3-1129.	3	250	C	A	C		.40	1.10
		LC.	Temple 8-2034.	3	200	C	A	C		.40	1.10
		MO.	3-7754.	9	200	C	A	C		.40	1.10



# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Pass- enger Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
CAMPBELL, CALIF. . . . .	FL	See Monterey, Calif.	2-7135	200	200	C	C	DEM	...	.50	1.25
CASPER, WYO. . . . .	CFR	3-3777	9	200	200	C	C	DEM	...	.55	1.35
CASTLEBAR, B. C. . . . .	YOD	200	9	200	200	C	C	...	...	...	...
CEDAR CITY, UTAH . . . . .	CDC	BL	Juniper 6-9741	200	200	C	C	LAX	...	No Service Available	...
CEDAR FALLS, IOWA . . . . .	...	See Waterloo, Iowa	...	...	...	...	...	...	...	...	...
CEDAR RAPIDS, IOWA . . . . .	CID	OE	Epiphone 4-4000	200	200	C	C	OMA	...	.55	1.10
...	...	...	Epiphone 2-1103	3	...	...	...	...	...	...	...
CHADRON, NEB. . . . .	CDR	FL	HE 2-2055	200	200	C	C	DEM	...	No Service Available	...
CHAMPAIGN, ILL. . . . .	CHI	OE	6-7271	3	...	...	...	...	...	.65	1.25
CHARLESTON, ILL. . . . .	...	See Mt Vernon, Ill.	...	...	...	...	...	...	...	...	...
CHARLESTON, S.C. . . . .	CHS	DL	4-2567	9	200	A	C	INT	...	.75	1.50
...	...	...	4-3311	19,9,10	200	A	C	C	...	.75	1.50
...	...	...	Shervood 4-4256	9	200	A	C	C	...	.75	1.50
CHARLESTON, W. VA. . . . .	CHW	AA	Dickens 6-6204	9	320	A	A	CVG	G	.55	1.45
...	...	...	2-8007	3,22,8	250	A	A	CVG	...	.55	1.45
...	...	...	DI-6-0308	19,7,9	200	A	A	CVG	...	.55	1.45
...	...	...	Dickens 6-0691	3	100	A	A	CVG	...	.55	1.45
...	...	...	Express 9-0773	3,22	150	A	A	INT	...	.50	1.25
...	...	...	Express 9-0487	9,8,1-A	4000	A	A	INT	...	.50	1.25
...	...	...	EX-9-3331	8,16,7,19,9,10	500	A	A	INT	...	.50	1.25
...	...	...	Express 9-3371	3	100	A	A	INT	...	.50	1.25
...	...	...	EX-9-7474	3	100	A	A	INT	...	.50	1.25
...	...	...	7261	1,3,4	500	A	A	...	...	...	...
...	...	...	3-5158	3	100	C	C	DCA	...	.70	1.40
...	...	...	MA 23701	9	200	C	C	G	...	.65	1.30
...	...	...	9-3103	22,8	250	C	C	C	...	.65	1.30
...	...	...	MA-2-8336	9,3	400	C	C	C	...	.65	1.30
...	...	...	MA-9-6101	19,9,7,10	200	C	C	C	...	.65	1.30
CHESBROUGH, MICH. . . . .	CHM	CA	1-999	3,6	150	C	...	C	...	.35	.75
CHETNEY, WYO. . . . .	CHY	FL	2-0551	3	200	A	C	DEM	G	.60	1.25
...	...	...	7-7722	9	200	A	C	DEM	...	.60	1.25
...	...	...	8-8916	6	200	A	C	DEM	...	.60	1.25
CHICAGO, ILL. . . . .	...	AA	Reliance 5-8100	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
...	...	AF	State 1-1250	7	200	A	A	AC	...	.70	1.75
...	...	BN	Portsmouth 7-5028	9,1,3,5,10,8	2000	A	A	AC	...	.70	1.75
...	...	CA	Portsmouth 7-2266	3,4,22	200	A	A	AC	...	.70	1.75
...	...	CO	LDNlow 5-6800	10,52	200	A	A	AC	...	.70	1.75
...	...	DL	PO-7-1900	9,5,10, 1-A	6000	A	A	AC	...	.70	1.75
...	...	RA	Reliance 5-2211	10,8,7,19,52,9	200	A	A	AC	...	.70	1.75
...	...	PT	Portsmouth 7-6200	23	10000	A	A	AC	...	.70	1.75
...	...	LC	Portsmouth 7-7180	3	200	A	A	AC	...	.70	1.75
...	...	LN	Anderson 3-6670	1	200	A	A	AC	...	.70	1.75
...	...	NO	LDNlow 5-1020	3,9	200	A	A	AC	...	.70	1.75
...	...	NV	Randolph 6-9562	11,10,4,6,52	300	A	A	AC	...	.70	1.75
...	...	OE	LDNlow 5-1952	1	200	A	A	AC	...	.70	1.75
...	...	PD	LDNlow 2-4040	1	10000	A	A	AC	...	.70	1.75
...	...	TC	Randolph 6-3644	22	AC	...	...	...	...	.70	1.75
...	...	TV	Darborn 2-7666	8,7,19	400	A	A	AC	...	.70	1.75
...	...	UA	Portsmouth 7-5100	9,5,15,10,6	6000	A	A	AC	...	.70	1.75
...	...	AA	Gladstone 5-4308	9,5,508	6000	C	A	C	G	.70	1.75
...	...	RA	Darborn 2-7744	10	1100	C	A	C	...	.70	1.75
...	...	CA	OE-5-4310	3	200	C	A	C	...	.70	1.75
...	...	CO	Portsmouth 7-2266	3,4,22	250	C	A	C	...	.70	1.75
...	...	DL	National 5-6600	50	500	C	A	C	...	.70	1.75
...	...	RA	Reliance 5-2211	9	300	C	A	C	...	.70	1.75
...	...	NO	LDNlow 5-1080	7,10,19	200	C	A	C	...	.70	1.75
...	...	NV	4	200	200	C	A	C	...	.70	1.75
...	...	PA	DE 2-4900	10	600	C	A	C	...	.70	1.75
...	...	TV	Darborn 2-7666	8,19,50	400	C	A	C	...	.70	1.75
...	...	UA	Gladstone 5-3125	9,5,10,6	400	C	A	C	...	.70	1.75
...	...	PO	See Hibbing, Minn.	3,19	200	C	C	SFO	...	No Service Available	...
CHICO, CAL. . . . .	CIC	AA	Dixie 1-5600	9,5,10,15	6000	C	C	C	G	.65	1.60
CHICKSOB, MINN. . . . .	...	DL	Dixie 1-3884	9,1-A,3,5,10,19	6000	C	C	C	...	.65	1.60
CHICAGO, ILL. . . . .	...	RA	Dixie 1-4450	200	200	C	C	C	...	.65	1.60
...	...	PT	Garfield 1-1315	3	100	C	C	C	...	.65	1.60
...	...	PD	(Service Suspended)	6	...	...	...	...	...	...	...
...	...	TV	Dixie 8974	8,19	400	C	C	C	...	.65	1.60
...	...	NO	Victor 2-3531	3	150	C	C	C	PIT	.70	1.40
...	...	TC	See Lewistown, Idaho	...	...	...	...	...	...	No Service Available	...
...	...	OE	Idlewood 9-5188	3	200	...	...	...	...	No Service Available	...
CLEARFIELD, PA. . . . .	...	See Philadelphia, Pa.	...	...	...	...	...	...	...	...	...
CLEARWATER, FLA. . . . .	...	See St. Petersburg, Fla.	...	...	...	...	...	...	...	...	...
CLEVELAND, OHIO . . . . .	CLE	AA	Orchard 1-5421	9,5,10	600	A	A	AC	G	.85	1.95
...	...	AL	Tower 2-0216	3,19	150	A	A	AC	...	.85	1.95
...	...	AX	(Service Suspended)	...	...	...	...	...	...	...	...
...	...	CA	Clearwater 1-0913	4,6,22	250	A	A	AC	...	.85	1.95
...	...	EA	CL-1-8870	9,7,19,52,10	200	A	A	AC	...	.85	1.95
...	...	FT	Winton 1-5777	23	10000	A	A	AC	...	.85	1.95
...	...	LC	Clearwater 2-5050	3	200	A	A	AC	...	.85	1.95
...	...	NW	Winton 1-2442	11,6	300	A	A	AC	...	.85	1.95
...	...	NO	Clearwater 2-4270	1	6000	A	A	AC	...	.85	1.95
...	...	TC	Superior 1-5595	22	200	A	A	AC	...	.85	1.95
...	...	TV	Winton 1-9700	8,19	400	A	A	AC	...	.85	1.95
...	...	UA	Clearwater 1-5200	9,5,15,6,10	6000	A	A	AC	...	.85	1.95
CLIFTON, ARIZ. . . . .	CFT	FL	University 4-4908	3	200	A	A	DUG	...	.45	.85
CLINTON, IOWA . . . . .	CWI	OE	Chapel 3-2122	3	200	C	...	...	...	No Service Available	...
CLINTONVILLE, WIS. . . . .	CLV	NO	2210	3	200	C	C	...	...	No Service Available	...
CLONIS, N.M. . . . .	CWS	CO	Sunset 4-3528	9,3	200	C	C	ELP	...	.40	.85
CODY, WYO. . . . .	COD	FL	103	3	200	...	...	OTF	...	No Service Available	...
CORR D'ALEME, IDA. . . . .	CDE	MC	McHawk 4-5313	3	150	C	C	ONG	...	No Service Available	...
COLLEGE STATION, TEX. . . . .	CIL	See Bryan, Tex.	...	...	...	...	...	...	...	...	...
COLORADO SPRINGS, COLO. . . . .	CDE	BN	ME 4-6321	9	200	...	...	DEM	...	No Service Available	...
...	...	CN	McIlrose 5-1586	3	200	A	C	DEM	G	No Service Available	...
...	...	CO	McIlrose 3-4688	9,3,22	200	A	C	DEM	...	No Service Available	...
...	...	OE	OTBcon 3-4173	3	200	...	...	A	...	No Service Available	...
...	...	DL	4-3186	9,3	400	C	C	ATL	G	.50	1.10
...	...	RA	6-1603	200	200	A	C	ATL	...	.50	1.10
...	...	DL	FA-7-7458	9,3	400	C	A	ATL	G	.50	1.00
...	...	NA	19	200	200	C	A	ATL	G	.50	1.00
...	...	SO	FA-4-2493	3	200	C	A	ATL	...	.50	1.00
...	...	SO	FA-8-4900	3	100	...	...	...	...	No Service Available	...
...	...	AX	Belmont 1-5577	9,5	600	A	...	...	...	.70	1.75
...	...	DL	(Service Suspended)	3,5	300	A	C	C	...	...	...
...	...	RA	7-2626	8,9,10	200	A	C	C	...	.70	1.75
...	...	LC	Belmont 5-8661	3	200	A	C	C	...	...	...

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
COLUMBUS, OHIO (Concluded)	CMH	PI. . . . .	BEImont 7-2585 .	3 . . . . .	100 . . . . .	A . . . . .	C . . . . .	C . . . . .	G . . . . .	.70	1.75
		RE (Service Suspended).	Capital 1-7866 .	3 . . . . .	400 . . . . .	A . . . . .	C . . . . .	C . . . . .	G . . . . .	.70	1.75
		TV. . . . .	BE 7-3711 .	3 . . . . .	200 . . . . .	A . . . . .	C . . . . .	C . . . . .	G . . . . .	.70	1.75
CONCORD, N.H.	CON	NE. . . . .	Capital 5-9531 .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	FWM . . . . .	No Service Available		
COOS BAY, ORE.	COB	See North Bend, Ore.							No Service Available		
CORBIN, KY.	LOC	See London, Ky.							No Service Available		
CORDOVA, ALASKA	CFV	PI. . . . .	15 . . . . .	4,8 . . . . .	200 . . . . .	A . . . . .	C . . . . .	C . . . . .	1.00	1.00	
CORNING, N.Y.	ELM	See Elmira, N.Y.							No Service Available		
CORONA, CALIF.	CHP	LA. . . . .	20 . . . . .	200 . . . . .	500 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.50	1.00
CORPUS CHRISTI, TEX.	CHP	BA. . . . .	TU-4-0331 .	19,9 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.50	1.00
		TT. . . . .	TU-2-7458 .	3 . . . . .	150 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.50	1.00
CORTEZ, COLO.	CBE	FL. . . . .	Logan 5-1032 .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	DES . . . . .	No Service Available		
CORVALLIS, ORE.	CVO	See Albany, Ore.							No Service Available		
COUNCIL BLUFFS, IOWA	CBF	See Omaha, Neb.							No Service Available		
CRANBROOK, N.C.	YEC	CP. . . . .	2771 . . . . .	3,19 . . . . .	200 . . . . .	C . . . . .	C . . . . .	OTH . . . . .	No Service Available		
CRESCENT CITY, CAL.	CEC	AL. . . . .	West 8-2111 .	9 . . . . .	200 . . . . .	C . . . . .	A . . . . .	A . . . . .	.35(D)	.75(D)	
CUMBERLAND, MD.	CBE	AA. . . . .	FL-7-7391 .	9,5,15,10,52,50A .	10000 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.45	1.25
CUT BANK, MONT.	CTB	WA. . . . .	FL-1-5522 .	9,1,3,5,10 . . . . .	2000 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.45	1.25
DALLAS, TEX.	DAL	CO. . . . .	FL-2-5601 .	9,3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.45	1.25
		CN. . . . .	TU-2-2609 .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.45	1.25
		DL. . . . .	Fleetwood 2-2631 .	9,1-A,5,10,8 . . . . .	6000 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.45	1.25
		TT. . . . .	FL-1-5334 .	3 . . . . .	150 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.45	1.25
DANVILLE, ILL.	DMV	LCB. . . . .	Hickory 6-4727 .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	G . . . . .	.60	1.25
DANVILLE, VA.	DAN	CE. . . . .	2711 . . . . .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	G . . . . .	.55	1.10
		RA. . . . .	7640 . . . . .	19 . . . . .	200 . . . . .	C . . . . .	C . . . . .	RIC . . . . .	G . . . . .	.55	1.10
DAVENPORT, IOWA	MLI	PI. . . . .	SW 2-8571 .	3 . . . . .	100 . . . . .	C . . . . .	C . . . . .	C . . . . .	G . . . . .	.55	1.10
DAMON CITY, Y.T.	YDA	See Melina, Ill.							No Service Available		
DAMSON CREEK, N.C.	YDC	CP. . . . .	CFA . . . . .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	G . . . . .	.25	.60
DAYTON, OHIO	DAY	CP. . . . .	55 . . . . .	6,9 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	G . . . . .	.25	.60
		AA. . . . .	Twin Oaks 8-5511 .	9 . . . . .	500 . . . . .	C . . . . .	A . . . . .	C . . . . .	G . . . . .	.60	1.45
		DL. . . . .	Twin Oaks 8-5857 .	10,9 . . . . .	300 . . . . .	C . . . . .	A . . . . .	C . . . . .	G . . . . .	.60	1.45
		TV. . . . .	HW 4053 .	3 . . . . .	200 . . . . .	C . . . . .	A . . . . .	C . . . . .	G . . . . .	.60	1.45
		UA. . . . .	TU 8-3692 .	3 . . . . .	200 . . . . .	C . . . . .	A . . . . .	C . . . . .	G . . . . .	.60	1.45
DAYTONA BEACH, FLA.	DAB	EA. . . . .	CI-3-6541 .	19,9,8,7 . . . . .	200 . . . . .	A . . . . .	A . . . . .	JAX . . . . .	G . . . . .	.45	1.90
		NA. . . . .	Clinton 2-0566 .	9,17 . . . . .	200 . . . . .	A . . . . .	A . . . . .	JAX . . . . .	G . . . . .	.45	1.90
		DE. . . . .	3-7741 .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.45	1.10
DECATUR, ILL.	DEC	See Montrose, Calif.							No Service Available		
DEL MONTE, CALIF.	DMY	See Montrose, Colo.							No Service Available		
DELTA, COLO.	MTJ	See Silver City, N. Mex.							No Service Available		
DEMING		See Sherman, Tex.							No Service Available		
DENISON, TEX.	SMI	BM. . . . .	EA-2-7761 .	9,5 . . . . .	500 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.55	1.30
DENVER, COLO.	DEN	CO. . . . .	Dexter 3-4228 .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.55	1.30
		CO. . . . .	East 2-7771 .	9,9,9,10,22 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.55	1.30
		FL. . . . .	Florida 5-3515 .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.55	1.30
		TV. . . . .	Dunley 8-1606 .	8,7 . . . . .	250 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.55	1.30
		UA. . . . .	Dexter 3-7744 .	9,5,15,6,10 . . . . .	6000 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.55	1.30
		WA. . . . .	EA 2-1853 .	6 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.55	1.30
DERIDDER, LA.		TT. . . . .	Ch-3-0711 .	9,3 . . . . .	500 . . . . .	A . . . . .	A . . . . .	OMA . . . . .	G . . . . .	.45	1.00
DES MOINES, IOWA	DSM	BM. . . . .	Atlantic 8-3654 .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	OMA . . . . .	G . . . . .	.45	1.00
		CE. . . . .	Atlantic 8-6711 .	9,6 . . . . .	300 . . . . .	A . . . . .	A . . . . .	OMA . . . . .	G . . . . .	.45	1.00
DETROIT, MICH. (Willow Run).	YIP	AA Service suspended.							No Service Available		
		CA. . . . .	Woodward 3-8900 .	3,4,8,22 . . . . .	250 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		DL. . . . .	HD-2-6771 .	9,3,5 . . . . .	300 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		EA. . . . .	Logan 3-8400 .	9,7,8,10,19,52 . . . . .	200 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		LCB. . . . .	Woodward 5-4700 .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		MO. . . . .	Winter 3-3410 .	9,3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		NO. . . . .	Winter 2-0620 .	3,9 . . . . .	200 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		TV. . . . .	Woodward 2-7272 .	8,19,7 . . . . .	400 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
DETROIT (Metropolitan-Wayne County)	DTW	AA. . . . .	Winter 2-6890 .	9,5,15,10,52 . . . . .	6000 . . . . .	A . . . . .	A . . . . .	C . . . . .	G . . . . .	.65	1.75
		AL. . . . .	Whitney 1-2900 .	3,19 . . . . .	150 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		BOAC. . . . .	WO-3-3435 .	23 . . . . .	10000 . . . . .	C . . . . .	A . . . . .	AC . . . . .	G . . . . .	.60	1.45
		FT. . . . .	Logan 2-9520 .	11,6,10,15A . . . . .	2000 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		NW. . . . .	Woodward 3-4000 .	10 . . . . .	600 . . . . .	C . . . . .	A . . . . .	AC . . . . .	G . . . . .	.60	1.55
		RD. . . . .	Crestwood 8-1300 .	1 . . . . .	6000 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
		UA. . . . .	Winter 3-3440 .	9,5,15,10 . . . . .	3000 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.65	1.75
DEVILS LAKE, N.D.	DVL	MO. . . . .	Mohr 2-2721 .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
DICKINSON, N.D.	DIK	PL. . . . .	5372 . . . . .	3 . . . . .	200 . . . . .	A . . . . .	C . . . . .	GPK . . . . .	No Service Available		
DISHMAN, CAL.	DIS	LA. . . . .	20 . . . . .	200 . . . . .	200 . . . . .	A . . . . .	C . . . . .	MC . . . . .	No Service Available		
DODGE CITY, KAN.	DDC	CO. . . . .	Winter 3-3321 .	9 . . . . .	200 . . . . .	A . . . . .	C . . . . .	PPN . . . . .	G . . . . .	.40	.85
DOTHAN, ALA.	DON	EA. . . . .	5-1200 .	19,9 . . . . .	200 . . . . .	A . . . . .	A . . . . .	PPN . . . . .	G . . . . .	.40	.85
		SO. . . . .	2-4870 .	3 . . . . .	100 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.35	.75
DOUGLAS, ARIZ.	DUG	AA. . . . .	Empire 4-3437 .	3 . . . . .	250 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
DOUGLAS, WYO.	DOW	FL. . . . .	718 . . . . .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	No Service Available		
DOVER, OHIO	PHD	LC. . . . .	New Philadelphia 4-2729 .	3 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	No Service Available		
DUBOIS, PA.	DOB	See Philipsburg, Pa.							No Service Available		
DUBOQUE, IOWA	DBQ	CE. . . . .	3-9441 .	3 . . . . .	200 . . . . .	C . . . . .	A . . . . .	C . . . . .	G . . . . .	.65	1.50
DULUTH, MINN.	DLE	MO. . . . .	Randolph 2-6633 .	3,9 . . . . .	200 . . . . .	C . . . . .	A . . . . .	C . . . . .	G . . . . .	.70	1.50
DUNCAN, OKLA.	DUC	CN. . . . .	Alpine 5-5900 .	3 . . . . .	200 . . . . .	A . . . . .	C . . . . .	DAL . . . . .	No Service Available		
DURANGO, COLO.	DND	CH. . . . .	Cherry 7-2399 .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	DEM . . . . .	No Service Available		
DURHAM, N.C.	DDV	EA. . . . .	3-9241 .	7,8,19,9 . . . . .	200 . . . . .	C . . . . .	A . . . . .	C . . . . .	G . . . . .	.70	1.50
		FL. . . . .	91981 . . . . .	22 . . . . .	100 . . . . .	C . . . . .	A . . . . .	NDU-R . . . . .	G . . . . .	.70	1.50
		TC. . . . .	200 . . . . .	22 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
EARLTON, ONT.	YER	See Allentown, Pa.							No Service Available		
EASTON, PA.	AEI	MO. . . . .	Temple 4-1244 .	3,9 . . . . .	200 . . . . .	A . . . . .	A . . . . .	C . . . . .	No Service Available		
EAT CLATIE, WIS.	EAU	TT. . . . .	MO-6-3707 .	3 . . . . .	150 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
EDINBURGH, TEX.	EMK	TC. . . . .	28131 . . . . .	13,3,12,22,7 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
EDMONTON, ALTA.	YED	BM. . . . .	55-2120 . . . . .	6 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
		VA. . . . .	Glandsdale 5-4197 .	6 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
EGLIN AIR FORCE BASE.	VMS	SO. . . . .	25111 . . . . .	1,3,9 . . . . .	200 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
EL CENTRE, CAL.	EPL	BL. . . . .	Elgin 2-4218 .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	SAN . . . . .	No Service Available		
EL DONADO, ARK.	ELD	TT. . . . .	UN 3-7273 .	3 . . . . .	150 . . . . .	C . . . . .	C . . . . .	PMH . . . . .	No Service Available		
ELIZABETH CITY, N.C.	EOC	CA. . . . .	2296 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	C . . . . .	C . . . . .	No Service Available		
ELKINS, W. VA.	EKO	AA. . . . .	1100 . . . . .	3 . . . . .	200 . . . . .	C . . . . .	A . . . . .	SPD . . . . .	No Service Available		
ELKO, NEV.	EKO	CA. . . . .	Republic 8-5121 .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	SPD . . . . .	No Service Available		
ELMIRA, N.Y.	ELM	CA. . . . .	9-3686 . . . . .	3 . . . . .	150 . . . . .	C . . . . .	C . . . . .	SYR . . . . .	G . . . . .	.40	1.10
		MO. . . . .	9-3656 . . . . .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	SYR . . . . .	G . . . . .	.40	1.10
EL PASO, TEX.	ELP	AA. . . . .	Prospect 8-3301 .	5,10,52 . . . . .	600 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.35	1.10
		CO. . . . .	Prospect 8-1991 .	9,3,5,6,22,10 . . . . .	400 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.35	1.10
		TT. . . . .	3-1233 . . . . .	3 . . . . .	150 . . . . .	A . . . . .	A . . . . .	AC . . . . .	G . . . . .	.35	1.10
ELY, NEV.	ELY	UA. . . . .	Amhurst 4-4478 .	9 . . . . .	200 . . . . .	C . . . . .	A . . . . .	SPD . . . . .	No Service Available		
ENID, OKLA.	ENO	CN. . . . .	Adams 4-5474 .	3 . . . . .	200 . . . . .	C . . . . .	C . . . . .	SPD . . . . .	No Service Available		
ENPHRATA, WASH.	ENP	WC. . . . .	Skyline 4-2522 .	3,19 . . . . .	150 . . . . .	C . . . . .	A . . . . .	QED . . . . .	No Service Available		

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ESCAMBAR, MICH.	ESC	NO.	State 6-1362	3	200	C	C			No Service Available	
EUENNE, ORE.	EUO	UA.	Diamond 4-4221.	9	300	A	A	OTH	G	.45	.95
		FC.	Diamond 5-8508.	3	150	C	A	OTH		.45	.95
EUENNE, CAL.	EVN	PC.	Terrace 9-1521.	3	200	C	C	C		No Service Available	
EVANSVILLE, IND.	EVV	DL.	Harrison 4-7771	9,3	300	A	A	C	G	.55	1.60
		EA.	HA-2-7880	9,19,7.	200	A	A	C		.55	1.60
FAIRBANKS, ALASKA	FAT	ASA.	4220.	3,5	1000					1.00	2.00
		RC.									
		FA.	3265.		600						
		CP.									
FALL RIVER, MASS.	FVR	See New Bedford, Mass.									
FAMDO, N.D.	FAR	NO.	Adams 2-3234	3	200	A	A	PEP		No Service Available	
		HW.	5-4277.	4,6	200	A	A	PEP		No Service Available	
FARMINGTON, N.H.	FHM	FL.	Davis 3-0881.	3	200	C	C	DEM		No Service Available	
FAYETTEVILLE, ARK.	FTN	CW.	Hillcrest 2-7306.	3	200	C	A	MHC		.45	1.00
FAYETTEVILLE, N.C.	FAY	NA.	HBalock 2-8157.	9	200	C	A	RDU	G	.55	1.00
		PI.	HE 2-4171.	3	100	A	A	RDU		.55	1.00
FITCHBURG, MASS.	FTB	HE.	2-6785.	3	200	A	C	ORH		No Service Available	
FLAGSTAFF, ARIZ.	FAT	FL.	Pocompet 4-6601.	3	200	C	C	DUB		No Service Available	
FLINT, MICH.	FMT	CA.	Chdar 5-6037.	3,4,22.	250	C		YIP		.50	1.50
FLORENCE, ALA.	FBL	See Sheffield, Ala.									
FLORENCE, S.C.	FLO	EA.	5255.	19.	200	C	A	CBS	G	.35	.75
FONTANA, CAL.	FOF	IL.		20.	200					No Service Available	
FOUNTSVILLE, P.Q.	FYP	CP.		1,3,6,9.	400						
FOUR BRAD, N.C.	FAY	See Fayetteville, N.C.									
FOUR CAMPBELL, KY.	FOC	See Clarksville, Tenn.									
FOUR DODGE, IOWA.	FOD	CE.	5-0431.	3	200					No Service Available	
FOUR GOOD HOPE, N.W.T.	FOG	CP.		1,3,6,9.	200						
FOUR LAURENDALE, FLA.	FLA	HE.	Jackon 4-8631.	6	200					.80	1.60
FOUR MYERS, FLA.	FMY	NA.	Edison 5-9111	9,6,17.	200	C	C	TPA		.50	1.00
FOUR NELSON, B.C.	FNE	RD.	Edison 2-8061	6,9	200					.50	1.00
FOUR PIERCE, FLA.	FPE	CFA			6000					No Service Available	
		RD-Demand service)	Vero Beach 2345								
FOUR RILEY, KAN.	FRK	See Manhattan, Kan.									
FOUR SILL, OKLA.	FSL	See Lawton, Okla.									
FOUR SMITH, ARK.	FSM	HW.	Sunset 3-5171	9,3	200	A	A	MEM		.40	.85
		CN.	Sunset 2-3004	3	200	A	A	MEM		.40	.85
FOUR STOCKTON, TEX.	FSK	TT.	157	157	150	C		ELP		No Service Available	
FOUR ST. JAMES, B.C.	FSJ	CP.	117	6,9	500		C				
FOUR MAYER, IND.	FMA	DL.	Harrison 3352	3,9	300	A	C	TOL	G	.75	1.50
		TW.	Harrison 2204	19.	400	A	C	TOL		.75	1.50
FOUR WILLIAM, ONT.	FOW	UA.	Sheswood 3133	9	300	A	C	TOL		.75	1.50
FOUR WORTH, TEX.	ACF	AA.	2-0641.	22	200	C	C	TOL		.50	1.00
		AA.	Atlas 4-2551.	9,5,10,32	600	A	A	DAL	G	.35	1.35
		AW.	AT-4-3261	9,3	500	A	A	DAL		.35	1.35
		OO.	Atlas 4-3861.	9,3	200	A	A	DAL		.35	1.35
		CN.	Atlas 4-2971.	3	200	A	A	DAL		.35	1.35
		DL.	Atlas 4-6611.	9,3,10.	400	A	A	DAL		.35	1.35
		TT.	AT 4-3465		150	A	A	DAL		.35	1.35
FRANKFURT, KY.	LEX	See Lexington, Ky.									
FRANKLIN, PA.	FLK	AL.	Idlewood 2-3125	3	150	C				.50	1.50
FREDERICTON, N.B.	FTC	TC.	6613	22	200	C	A			.50	1.00
FRESNO, CALIF.	FAT	TW.	Almas 7-6176	8	250	A	A	SFO	G	.60	1.50
		UA.	Clinton 1-5522.	9	300	A	C	SFO		.60	1.50
FRIBESHER BAY	FRB	NA.		1,3,4	500						
FULLERTON, CALIF.	FUL	IL.		20.	200					.70	1.40
GADSDEN, ALA.	GAD	SO.	IF 6-5285	19	100					No Service Available	
GAINESVILLE, FLA.	GWF	EA.	FB-2-0481	19	200	A	C	YAE		No Service Available	
GALLUP, N.M.	GUP	FL.	Union 3-3312.	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GUS	TT.	5-5062.	3	150					No Service Available	
GAMBELL, ALASKA	GAM	AS.		3	500						
GAMERS, NYLD.	YGR	FA.	723	10.	600	C	C	A			
		FL.		3	200	C	C	A			
		MAH.	935	3,1,4	300	C	A	A			
		SK.		15.		C	C	A			
		SH.	723	6	600	C	C	A			
		SR.	913	13,7,22	200	C	C	A			
		TC.	713	8,7	250	C	C	A		No Service Available	
		TV.		200	C	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO.	BRIDGE 6-5132	3	200	C	C	DEM		No Service Available	
GLADEWATER, TEX.	GOC	See Longview, Tex.									
GLADVIEW, MONT.	GCV	FL.	Empire 5-5146	3	200	A	A	OTY		No Service Available	
GLENS FALLS, N.Y.	GFL	BA.	2-5855.	19,8.	200	C	C	ALB		No Service Available	
		NO.	2-1184	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YGR	TC.	TCA	13.	200			A		No Service Available	
		NR.	6-2121.								
		BL.	(Seasonal).	Valla 3							
GRAND CANYON, ARIZ.	GVC	BL.									
GRAND FORKS, N.D.	GFK	HW.	4-4629.	4	200	C	A	A		No Service Available	
GRAND ISLAND, NEB.	GKI	NO.	2-1711.	3	200	A	C	C		No Service Available	
		FL.								No Service Available	
GRAND JUNCTION, COLO.	GJT	FL.	Chapel 2-1102	3,6	200	C		DEM		.75	1.00
		UA.	Chapel 3-3112	6	200	C		DEM		.75	1.00
GRAND PRAIRIE, ALZA.	GPR	CP.	2031.	9	200	C	C				
GRAND RAPIDS, MICH.	GRR	CA.	Cherry 3-0108	4,22.	250	A	A	MHC	G	.55	1.35
		FT.	Cherry 1-2221	Served through DTW						.65	1.25
		NO.	Cherry 1-4477	3	200	A	A	MHC			
		NO.	Cherry 1-2411	3	200	A	A	MHC			
GREAT BRID, KAN.	GGB	CO.	Gladstone 3-4776.	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	HW.	Gladstone 3-6501	6	200	A	A	AC	G	.55	1.00
		NO.	Gladstone 3-4359	6,9	200	A	A	AC		.55	1.00
GREEN BAY, WISC.	GGB	CA.	HBalock 3-8646	3,9	200	C	C	C		No Service Available	
GREENSBORO, N.C.	GSO	EA.	BR-5-6608	19,8.	200	C	A	INT		.75	1.50
		FL.	Broadway 3-3417	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GML	SO.	2-2612.	3	100	C				No Service Available	
GREENVILLE, S.C.	GRL	UL.	CL-2-8213	3	200	A	A	ATL	G	.40	.85
		EA.	9-3061	19,9,8.	200	A	A	ATL		.40	.85
		SO.	Chdar 3-0173.	3	100					.40	.85
GREENWOOD, MISS.	GWM	SO.	2218.	3	100	A	A	MEM		No Service Available	
GREENWOOD, S.C.	GWD	SO.	9-3191.	3	100					No Service Available	
GREYHULL, WYO.	GRT	FL.	Porter 5-2082	3	200	C	C	OTY		.45	.85
GRINDSTONE.	GRT	NA.		17.	100	C	C	G		.55	1.10
GULFPORT, MISS.	GPT	NA.	University 4-1254	3	100	C	C	C		.55	1.10
		SO.	UN-4-2323	3	100	C	C	C		.50	1.00
GUTHMAN, OKLA.	GUT	CH.	672	3	200					No Service Available	
GOWNSON, COLO.	GOW	FL.	143	3	200	A	C	DEM		.50	.75
GRANTSTOWN, MD.	GRT	AL.	URGENT 3-6700	3,19.	150	C	C			.50	1.00
HALIFAX, N.S.	YHF	TC.	2-7411.	13,22	200	C	C	A			
		MAH.	6-2306.	3,1,4	500	A	A	A			



U.S.A. AND CANADIAN CITY DIRECTORY

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										Per 100 Lb.	Minimum
HAMILTON, ONT.	YTC	TC	See Newport News, Va.							.90	1.75
HAMPTON, VA.	MPF	MPF	See Roughton, Mich.								
HANCOCK, MICH.	---	---	See Quincy, Ill.								
HANOVER, N.H.	HMN	HMN	See White River Jet., Vt.								
HARLINGEN, TEX.	HTL	HTL	CA 3-6200	3	150			SAT		.50	1.00
HARRISBURG, PA.	HAR	AL	Chbar 8-9426	3,19	150	A	C	BAL	G	.40	1.35
		CA	Chbar 6-7995	3	150	A	C	BAL		.40	1.35
		TV	Chbar 4-3136	19	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	DM	DMline 5-5473	3	200			STL		No Service Available	
HARTFORD, CONN.	HDL	AA	Jackson 2-6193	9,15,5	3000			C	G	No Service Available	
		EA	Jackson 2-1854	19,6,10	200	A	C	C		.65	1.25
		FT	Jackson 2-3145	23	10000	A	C	C		.65	1.25
		HE	National 3-4418	3	200	A	C	C		.65	1.25
		TV	National 3-5581	8,19	400	A	C	C		.65	1.25
		UA	Chapel 6-5631	9,5,10,15,6	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HST	FL	2-2312	3	200			OMA		No Service Available	
HATTIESBURG, MISS.	HBO	DL	Jupiter 2-1643	3	200	A	C	MSY		.50	1.00
HAWTHORNE, ILL.	HTH	BL	Wilson 5-3219	3	200	C		SFO		No Service Available	
HAY RIVER, N.W.T.	HYH	CF	Gladstone 5-4921	1,3,6,9	200						
HAZLETON, PA.	HZL	AL	Gladstone 3-4921	3	150					.50	1.25
HELENA, ARK.	HEK	TT	5-2577	3	150		A	MMH		No Service Available	
HELENA, MONT.	HEH	NW	Hickory 2-0012	4	200	A	A	OTY	G	.45	1.10
		WA	Hickory 2-5550	9	200	A	A	OTY		.45	1.10
HENDERSONVILLE, N.C.	HVD	SEA	See Asheville, N.C.								
HERRIN, ILL.	HHR	MO	See Marion Ill.								
HIBBING, MINN.	HIB	PI	Abernet 3-7847	3	200	C	C			No Service Available	
HICKORY, N.C.	HIC	PI	DI 5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N.C.	HGO	CA	5411								
		PA	2-3346								
		PI	3778								
		CO	Express 3-5414	9,3	200	C		ELP		.60	1.25
HOBBS, N.M.	HOB		See Alamogordo, N.M.								
HOLLAND AIR FORCE	ALM		See Springfield, Mass.								
HOLTON, MASS.	HAF	PI	22111							.75	
HOMER, ALASKA	HOM	NW	83256	6	200		C	AC		.65	1.25
HONOLULU, T.H.	HNL	PA	58-221	11,2,10	5000		C	C			
		UA	Honolulu 8-1811	6,10	200		C	C			
		HA	85911	11,10	600		C	C			
		JL	Honolulu 8-1811	6,10	200		C	C			
HOPKINSVILLE, KY.	See Clarksville										
HOQUIAM, WASH.	HQM	CH	National 4-1284	3	200	A	C	MMH		No Service Available	
HOT SPRINGS, ARK.	HOT	TT	NA-3-8501	3	150			MMH		No Service Available	
		FL	555	3	200	C	C	DEH		No Service Available	
		MO	63	3	200	C	C	C		No Service Available	
		NE	2254	3	200	A	C	C		.35	.75
		AA	Mission 9-1457	6	250	A	A	C	G	.55	1.25
		SW	OL 4-2686	9,3,5,10	500	A	A	C		.55	1.25
		CO	Olive 4-8531	9,5,6,3,10	400	A	A	C		.55	1.25
		DL	Olive 4-2646	9,10,19	400	A	A	C		.55	1.25
		EA	OL-4-2661	9,10,7,19,52,8	200	A	A	C		.55	1.25
		KIM	Captol 4-1701	10	550	A	A	C		.55	1.25
		NA	Olive 4-8564	9,5	400	A	A	C		.55	1.25
		PA	CA-3-4131	6	600	A	A	C		.55	1.25
		TT	MI 9-1218	3	150	A	A	C		.55	1.25
HUNTINGTON, W.VA.	HTW	AL	3-1331	3,19	150	C	C	CTO	G	.50	1.60
		EA	3-9476	19	200	C	C	CTO		.50	1.60
		CA	OL 3-1356	3	100	C	C	CTO	G	.50	1.60
HUNTSVILLE, ALA.	HNV	EA	Jefferson 4-4583	3,22	150	A	A	MMH		.40	1.35
		SO	4680	19,9	200	A	A	MMH		.40	1.35
		JE	JE 6-6383	3	200					.40	1.35
HURLEY, N.M.	SVC		See Silver City N.M.								
HURON, S.D.	HUR	HO	EL 2-2910	9	200	A	C	MEP		No Service Available	
		WA	Elgin 2-8601	9	200	A	C	MEP		No Service Available	
		CO	MO-2-6601	22,3	200	C	C	MEC	G	.55	1.25
HUTCHINSON, KAN.	HUT	NE	Spring 5-1800	3	200	A	A	MMH		No Service Available	
HYANNIS, MASS.	HTA	WC	1805	3	150	A	C	OTY	G	.45	1.10
IDARHO FALLS, IDA.	IDA	WA	Jackson 2-2695	9	200	A	C	OTY		.45	1.10
IMPERIAL, NEB.	IND	AA	TV 2-4780	3	200			DEH			
INDIANAPOLIS, IND.	IND	AA	Chapel 1-2545	9,5	600	A	A	C	G	.45	1.35
		DL	CH-1-3333	9,3,19,5	400	A	A	C		.45	1.35
		EA	CH-4-9521	9,8,19,7,10	200	A	A	C		.45	1.35
		ICP	Chapel 1-8201	3	200	A	A	C		.45	1.35
		CE	Melrose 8-4809	1,2	200	A	A	C		.45	1.35
		TV	(Service Suspended).								
INTERNATIONAL FALLS, MINN.	INT	ME	4-3438	8,19,8A	400	A	A	C		.45	1.35
IRVINE, CAL.	IRE	NO	Atlas 3-3871	3	200	U	C	C		No Service Available	
IOA CITY, IOWA	IOW	OS	8-3604	3	200	A	C	PSA		No Service Available	
IOWA MOUNTAIN, MICH.	IOW	NO	2575	3	200	C	C			No Service Available	
IOWA MOUNTAIN, MICH.	IOW	NO	741-W	3	200	C	C			No Service Available	
ITHACA, N.Y.	ITH	NO	3351	9,3	200	C	C	STR	G	.50	1.00
JACKSON, MICH.	JMN	NO	State 9-4125	3	200	C	C			No Service Available	
JACKSON, MISS.	JAN	DL	20866	9,3,5,8,1-A	2000	A	C	MEY		.55	1.35
		SO	28889	3	100	A	C	MEY		.55	1.35
JACKSON, WYO.	JAC										
JACKSONVILLE, FLA.	JAX	EL	Elgin 6-0484	1-A, 3,5,8	4000	A	A	C	G	.65	1.25
		NA	EL-3-3657	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA	Elgin 3-1586	9,5,6,17	400	A	A	C		.65	1.25
		NE	Elgin 3-6611	22	200	A	A	C		.65	1.25
		RD	(Service Suspended).								
		SO	EL-4-7833	3	200	A	A	C		.65	1.25
JAMESTOWN, N.Y.	JMW	AL	4118	3,19	150	C		MMH		.50	1.35
JAMESTOWN, N.D.	JME	MM	199	4	200	C	A	MEP		No Service Available	
JAMESVILLE, WISC.	JVL	CE	See Beloit, Wisc.							No Service Available	
JEFFERSON CITY, MO.	JEF	CE	6-2350	3	200	C				.55	1.10
JORDON CITY, TENN.	JTI		See Bristol, Va.								
JOHNSTOWN, PA.	JST	AL	9-1144	3,19	150	C		G		.50	1.25
JOPLIN, MO.	JPL	AA	Mayfair 3-7085	9	250	A	C	MEC	G	.40	.85
		CH	Mayfair 3-2110	3	200	A	C	MEC		.40	.85
		CE	Mayfair 3-1817	3	200	A	C	MEC		.40	.85
JUNEAU, ALASKA	JJU	AS						C			
		PA	6-1400	11	600			C			
		W	6-1455	4,8,16	200			C		1.00	1.00
JUNCTION CITY, KAN.	JMK		See Manhattan, Kan.								
KALAMAZOO, MICH.	KAO	ICP	Firestone 9-2669	3	200						
KALISPELL, MONT.	KFO	NO	Firestone 9-2646	3	200	C	C			No Service Available	
KAMLOOBS, B.C.	KLA	BL	Skyline 6-3334	4	200	C	C			No Service Available	
KANAB, UTAH	KNB	BL	109	3	200	C	C	C			
KANSAS CITY, MO.	KMC	BL	Midway 4-5001	3	200						
		NR	OR 1-4740	9,1,3,5	2000	A	A	AC	G	.70	1.55
		CO	Ghand 1-3705	9,3,10,22	200	A	A	AC		.70	1.55
		CH	Baltimore 1-3955	3	200	A	A	AC		.70	1.55
		DL	Ghand 1-7813	9,3	300	A	A	AC		.70	1.55

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# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
KANSAS CITY, MO. (Concluded)	MHC	FL.	VI 2-6252	3	200	A	A	C		.70	1.55
		OR.	Grand 1-6515	3	200	A	A	AC		.70	1.55
		WA.	Grand 1-4400	3	400	A	A	AC		.70	1.55
		FL.	Grand 1-1133	3	200	A	A	AC		.70	1.55
KEARNY, N.J.	KAR	FL.	CE 6-2921	3	200			DEM			
KENNEBEC, N.H.	KEN	MR.	1910	3	100	C	C	ROS		.65	1.10
		MR.	Elwood 2-1030	3	200	C	C	ROS		.65	1.10
		CP.	6223	3	200						
KILOWA, B.C.	KYL	FW.	206	3	200					.75	1.00
KNOX, ALASKA	KNA	See Pano, Wash.									
KNOXWICK, WASH.	PSC	TT.	CL 7-4050	3	150	C		SAT		No Service Available	
KNOXVILLE, TENN.	KNV	PA.	3131	3	600			A			
		FW.	3138	3	8,16			A			
		OT.	OTpress 6-5910	3	200	A	C	AC		No Service Available	
KNY WEST, FLA.	KTW	See Longview									
KILOORE, TENN.	KOO	CP.	1U 2-3511	3	200					No Service Available	
KIMBERLY, B.C.	KYC	FW.	4	3	200					.60	1.00
KING SALMON, ALASKA	KSN	BL.	SKyline 3-3630	3	200	C	C	LAX		No Service Available	
KINGMAN, ARIZ.	KTM	See Iron Mountain, Mich.									
KINGSFORD, MICH.	KTF	FL.	Circle 6-4107	3	See Bristol						
KINGSFORD, TENN.	KTH	Jackson 3-5006	3	100	C	C		NDU		No Service Available	
KINSTON, N.C.	KIS	220	3,9	200				C		1.00	1.00
KITIMAT, B.C.	KTI	WC.	TU 4-7332	3	150	A	C	OTH		.55	1.50
KIAMATH FALLS, ORE.	KMT	WA.									
KNOXVILLE, TENN.	KTS	FL.	7-6264	3	500	C	C	CHA	G	.45	1.10
		CA.	7-5521	3	225,8	C	C	CHA		.45	1.10
		DL.	7-6661	3	400	C	C	CHA		.45	1.10
		FL.	7-2571	3	100	C	C	CHA		.45	1.10
KODIAK, ALASKA	KOB	LA.	4131	3	200					.75	1.00
KOKOMO, IND. @	KOK	GL.	Gladstone 2-5222	3	500						
KOTZESKE, ALASKA @	KOT	AS.		3	200	C				No Service Available	
KOTZESKE, ALASKA @	KOT	NE.	2475	3	200	C		DM		No Service Available	
KOTZESKE, ALASKA @	KOT	NO.	4-5680	3	200	C	C			No Service Available	
KOTZESKE, ALASKA @	KOT	LA.	Riverside 3-1841	3	200	C					
KOTZESKE, ALASKA @	KOT	CH.	CH-5-8536	3	200			G		.55	1.10
KOTZESKE, ALASKA @	KOT	CT.	CT 4-5252	3	150	A		BTR		.55	1.10
KOTZESKE, ALASKA @	KOT	WO.	Woodland 3-5532	3	150	C	C	GGG		No Service Available	
KOTZESKE, ALASKA @	KOT	CO.	725	3	200	C	C	DEM		No Service Available	
KOTZESKE, ALASKA @	KOT	See Santa Ana, Calif.									
KOTZESKE, ALASKA @	KOT	HE.	HE-5-3636	3	19,9			G		.55	1.35
KOTZESKE, ALASKA @	KOT	HE.	HE 3-8511	3	150	A	A	C		.55	1.35
KOTZESKE, ALASKA @	KOT	MU.	MU 3-0591	3	200	C	C	TPA	G	.50	1.00
KOTZESKE, ALASKA @	KOT	MU.	MU 3-5875	3	200	C	C			.50	1.00
KOTZESKE, ALASKA @	KOT	LA.	187	3	200			HAL		No Service Available	
KOTZESKE, ALASKA @	KOT	See Palmdale, Calif.									
KOTZESKE, ALASKA @	KOT	Lowell 9-0461	3,19	150	C			G		.55	1.35
KOTZESKE, ALASKA @	KOT	10-9-0446	19	200						.55	1.35
KOTZESKE, ALASKA @	KOT	Served through Rhinelander, Wisc. only									
KOTZESKE, ALASKA @	KOT	See Riverston, Wyo.									
KOTZESKE, ALASKA @	KOT	CA.	CA 3-4222	3	250			YIP	G	.55	1.35
KOTZESKE, ALASKA @	KOT	IV.	IVanbox 4-7467	3	200	A	A	YIP		.55	1.35
KOTZESKE, ALASKA @	KOT	FL.	Franklin 5-5656	3	200	C	C	DEM		No Service Available	
KOTZESKE, ALASKA @	KOT	3-3645	3	150	A	A	AC			.40	1.25
KOTZESKE, ALASKA @	KOT	DUL.	Dulley 2-8811	3	200	C	C	LAX		.75	1.45
KOTZESKE, ALASKA @	KOT	19	200	C	C	LAX				.75	1.45
KOTZESKE, ALASKA @	KOT	DUL.	Dulley 2-7306	3	250	C	C	LAX		.75	1.45
KOTZESKE, ALASKA @	KOT	WA.	Dulley 2-0505	3	400	C	C	LAX		.75	1.45
KOTZESKE, ALASKA @	KOT	WA.	Dulley 2-1100	3	100	C	C	LAX		.75	1.45
KOTZESKE, ALASKA @	KOT	SO.	3440	3	200			DM		.60	1.20
KOTZESKE, ALASKA @	KOT	WE.	Watson 3-3141	3	200	A		DAL		.55	.75
KOTZESKE, ALASKA @	KOT	EL.	EL 3-4512	3	200	C	A	DAL		No Service Available	
KOTZESKE, ALASKA @	KOT	EL.	Elgin 3-8500	3	200	C		DAL		No Service Available	
LEBANON, N.H.	LEB	See White River Jet.									
LEBANON, N.C.	LEB	See Hickory, N.C.									
LEBANON, N.C.	LEB	7-2-2711	3	200	C	C	C			.55	.75
LEBANON, N.C.	LEB	Lewiston 3-1545	3	150	A	C	C	GGG		No Service Available	
LEBANON, N.C.	LEB	3-2031	3	200	C	C	C	PM		.50	1.00
LEBANON, N.C.	LEB	4-5569	3	200	C	C	C	QV	G	.55	1.50
LEBANON, N.C.	LEB	4-5795	3	200	C	C	C	QV	G	.65	1.60
LEBANON, N.C.	LEB	51920	3	100	C	C	C	QV	G	.65	1.60
LEBANON, N.C.	LEB	Main 4-5671	3	200			A			No Service Available	
LEBANON, N.C.	LEB	Capital 5-0075	3	200						.50	1.10
LEBANON, N.C.	LEB	2-5391	3	200	A	C	C	OMA		.50	1.10
LEBANON, N.C.	LEB	Lincoln 4-3771	3	300	A	C	C	OMA		.50	1.10
LEBANON, N.C.	LEB	Franklin 4-9333	3	250	A	A	MEM	G		.45	1.10
LEBANON, N.C.	LEB	Ph 2-0207	3	200	A	A	MEM			.45	1.10
LEBANON, N.C.	LEB	Franklin 4-6418	3	200	A	A	MEM			.45	1.10
LEBANON, N.C.	LEB	Franklin 4-2040	3	200	C	C	MEM			.45	1.10
LEBANON, N.C.	LEB	Ph 4-6312	3	150	C	C	MEM			.45	1.10
LEBANON, N.C.	LEB	385	3	200	C	A	OTT			No Service Available	
LEBANON, N.C.	LEB	2994	3	150	C	A	OTT			No Service Available	
LEBANON, N.C.	LEB	VO 4-2250	3	100	A	A	C	SDP		.55	.75
LEBANON, N.C.	LEB	2-3491	22	200	C	C	C			.50	1.00
LEBANON, N.C.	LEB	IX @	20	200	C	A	LAX			.55	
LEBANON, N.C.	LEB	Harrison 1-8211	9	200	A	A	LAX			.75	1.55
LEBANON, N.C.	LEB	Harrison 1-8271	6	200	A	A	LAX			.80	1.65
LEBANON, N.C.	LEB	MI 3-2441	3	150	A	C	DAL			.50	1.35
LEBANON, N.C.	LEB	Madison 6-0201	5,15,10,50A	10000	A	C	C	O		.75	1.55
LEBANON, N.C.	LEB	SPring 6-2040	3	200	A	A	C			.75	1.55
LEBANON, N.C.	LEB	OSage 6-3943	10,22	200	A	A	C			.75	1.55
LEBANON, N.C.	LEB	OSage 4-4300	10	1000	A	A	C			.75	1.55
LEBANON, N.C.	LEB	MA 6-8484	20	200	A	A	C			.75	1.55
LEBANON, N.C.	LEB	SPring 6-0440	3,19	200	A	A	C			.75	1.55
LEBANON, N.C.	LEB	5,6,10,5	1320	200	A	A	C			.75	1.55
LEBANON, N.C.	LEB	5,7,8,10,50	400	200	A	A	C			.75	1.55
LEBANON, N.C.	LEB	5,5,6,10,15	6000	200	A	A	C			.75	1.55
LEBANON, N.C.	LEB	SPring 6-2345	6	200	A	A	C			.80	1.65
(Lockheed Air Terminal)		AA.	Madison 0201	5,15,10	6000	A	A	C	G	.75	1.55
		PTL	Stanley 7-3411	23	10000	A	A	C		.75	1.55
		IX @	20	200	A	A	C			.55	
		FC.	OSage 8-1206	3,19	200	A	A	C		.75	1.55
		VA.	Stanley 7-3780	9,6	300	A	A	C		.75	1.55
		AA.	Thornhill 2-2101	9,5	200	A	A	C		.80	1.65
		AX.	Warren 8-1666	9,5	300	A	A	C	G	.60	1.50
		DL.	5,9	300	A	A	C			.60	1.50
		RA.	BN-8-1646	8,7,19,9	200	A	A	C		.60	1.50
		CS.	Warren 8-9955	3	200	A	A	C		.60	1.50
		PT.	Warren 8-3312	3	100	A	A	C	G	.60	1.50
		JD-(Service Suspended)									
		TV.	Juniper 3-5327	8,19	400	A	A	C		.60	1.50
LOVELL, WYO.	POT	See Powell, Wyo.									

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
LUBBOCK, TEX.	LBB	BN.	PO 5-428	9.	200	A	A	DAL		.80	1.35
		CO.	PO-3-4646	9,3	200	A	A	DAL		.80	1.35
		CM.	PO-3-9457	3.	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFX	TT.	3-4521.	3.	150	C		BUJ		No Service Available	
Lusk, WYO.	LXK	FL.	288	3.	200			DEM		No Service Available	
Lynchburg, VA.	LXV	FL.	Victor 6-6773	3.	100			RIC		.75	1.75
MACON, GA.	MCN	DL.	3-6731.	9,3	250	C	C	ATL	G	.50	1.35
		NA.	2-8701.	19,9.	200	C	C	ATL		.50	1.35
MADISON, WISC.	MDN	NO.	Cherry 4-6201.	3.	100	A	A	MEK		No Service Available	
		NW.	Cherry 9-4816	6,4,15A	500	A	A	MEK		No Service Available	
		CEA	Cherry 9-6441.	3.	200	A	A	MEK		No Service Available	
		TT.	711	3.	150	C	C	DAL		No Service Available	
		NE.	National 3-7201	3.	200	C	C	BOS		No Service Available	
MAGNOLIA, ARK.	ADO	See Bismark, N.D.									
MANCHESTER, N.H.	MBT	CO.	Prospect 6-2152	3.	200	C	C	MEK		No Service Available	
MANDAN, N.D.	BIS	NO.	Murray 4-5657	3.	200	C	C			No Service Available	
MANHATTAN, KAN.	MBE	NO.	3708.	3.	200	C	C			No Service Available	
MANITOWOC, WISC.	MTW	NO.	Lafayette 4-7411.	3.	200					No Service Available	
MANKATO, MINN.	MBT	LC.	235	3.	100	C		ELP		No Service Available	
MANSFIELD, OHIO	MPD	NA.	Hudson 2-2726	17.	150			ELP	G	.50	1.00
MARTA, TEX.	MPF	See Parkersburg, W.Va.	Drake 3-6350.	3.							
MARIANNA, FLA.	MAI	See Memphise, Wisc.									
MARIETTA, OHIO	MRB	CE.	734	3.	200	C				No Service Available	
MARINETTE, WISC.	MMN	IC.	Orleans 4-8585.	3.	200	C					
MARION, ILL.	MRN	IC.	2-2775.	3.	200						
MARION, IND.	MEZ	NO.	Orlando 5-4194	3.	200	C	C			No Service Available	
MARION, OHIO	MRN	NO.	4-4336.	3.	150	C		DAL		No Service Available	
MARQUETTE, MICH.	MCT	NE.	Vineyard Haven 1400	3.	200	C	C	EWB		No Service Available	
MARSHALL, TEX.	ASL	TC.	Shawwood 3-5487	3.	200	C	C	SFO		No Service Available	
MARSHALL'S VINEYARD, MASS.	MYV	CE.	1059.	3.	200	A	C	MSF		No Service Available	
MARTINEVILLE, CALIF.	MYT	QBA	Rockwell 9-3564	19.	200	C	C			No Service Available	
MASON CITY, IOWA	MCW	CE.	Adams 4-7100.	3.	400					No Service Available	
MASSACHUSETTS	MSA	CPA	Garden 3-4758	3.	200	C	C	DAL		No Service Available	
MATANE, P.Q.	YMQ	FL.	MB 3-7077	3.	150			GRB		No Service Available	
MATTOON, ILL.	MTD	FL.	96.	3.	200			QMA		No Service Available	
MATO, Y.T.	YMA	AS.	3,4	1000						.35	.50
MCALISTER, OKLA.	MLC	PC.	SP 2-4161	3,19.	200	C	C	OTH		.55	1.60
MCALLEN, TEX.	MLH	US.	Spring 3-6833	3.	200	C	C	OTH		.55	1.60
MCALL, IDA.	MCN	WC.	2-7269.	3.	150	C	C	OTH		.55	1.60
MCCOOK, NEB.	MCK	TC.	Jackson 6-2605.	3.	200	C	C			.70	.75
MCGRAW, ALASKA	MCG	EA.	765	19,9.	200	A	C	FBI		No Service Available	
MEDFORD, ORE.	MFR	NA.	Parkey 3-6444.	9.	2000	A	C	FBI		No Service Available	
MEDICINE HAT, ALTA.	YMH	AA.	Whitehall 8-3374.	9,5,15.	8000	A	A	C	G	.55	1.35
MELBOURNE, FLA.	MLB	BN.	WH-6-5395	9,3	200	A	A	C		.55	1.35
		CA.	Whitehall 8-0393.	22,9.	250	A	A	C		.55	1.35
		DL.	WH-8-2606	9,3,5,19,1-4,32	6000	A	A	C		.55	1.35
		EA.	WH-2-2489	8,19,9.	200	A	A	C		.55	1.35
		SO.	WH-8-1440	3.	200	A	A	C		.55	1.35
		TT.	WH-6-2535	3.	150	A	A	C		.55	1.35
MINNAPOLIS, MINN.	MPM	NO.	Union 3-6677.	3.	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA.	Handolph 2-8011	9.	200	C	C	SFO	G	.50	1.00
MERIDIAN, MISS.	MEI	DL.	2-3141.	9,3	200	A	C	DEM		.35	.75
MEXICO CITY, D.F.	MXC	AA.	22-12-22.	5,15,10	600			A			
		PA.	22-77-70.	10.	200			A			
		WA.	46-46-60.	5,6,2	5000			A			
			46-90-40.	6.	200			A			
MIAMI, FLA.	MIA	Avianca	14,2.	660							
		BN.	WE-4-1951	3,10.	500	A	A	AC		.80	1.40
		CA.	WE-4-4573	22.	700	A	A	AC		.80	1.40
		CU.	WE-9-2851	1,3,8	5000	A	A	AC		.80	1.40
		DL.	WE-5-2661	5,10,1-4.	6000	A	A	AC		.80	1.40
		EA.	WE-4-3571	19,7,8,16,10,19,52,9	500	A	A	AC		.80	1.40
		KL.	Franklin 3-8455	8.	200	A	A	AC		.80	1.40
		NA.	WE-4-0696	9,5,6,10,17.	400	A	A	AC		.80	1.40
		NE.	WE-3-2431	6,22.	200	A	A	AC		.80	1.40
		NW.	6,10.	800							
		PA.	WE-3-2491	4,2,6,7,10.	1000	A	A	AC		.80	1.40
		ED.	Turkey 7-3501	1,15.	10000	A	A	AC		.80	1.40
		HW.	88-6743	10000	A	A	A	AC		.80	1.40
		TV.	WE-3-6511	7.	250	A	A	AC		.80	1.40
		VE.	10000	A	10000	A	A	AC		.80	1.40
MIDLAND, TEX.	MAF	AA.	Mutual 4-8281.	9,5	250	C	C	ELP		.40	1.25
MILES CITY, MONT.	MIS	CO.	Mutual 2-4355	9,3	200	C	C	ELP		.40	1.25
MILWAUKEE, WISC.	MXE	FL.	Cedar 2-1401.	3.	200	C	A	OTF		No Service Available	
		AA.	Sheridan 4-9855	9.	250	A	A	C	G	.60	1.65
		CA.	Sheridan 4-3327	3,22.	250	A	A	C		.60	1.65
		FL.	Humboldt 3-5000	Served through MW	10000	A	A	C		.60	1.65
		NO.	Humboldt 1-0500	3,9	200	A	A	C		.60	1.65
		NW.	Humboldt 3-0443	11,6,4,15A,10,52.	2000	A	A	C		.60	1.65
		CE.	Humboldt 3-3210	3.	200	A	A	C		.60	1.65
		UA.	Humboldt 1-3800	9,5	300	A	A	C		.60	1.65
			Humboldt 1-3809								
MINNAPOLIS, MINN.	MPM	BN.	PA-4-8748	9,3,5	500	A	A	C	G	.55	1.30
		CA.	Parkey 1-1831.	22.	6000	A	A	C		.55	1.30
		NO.	Parkey 3-8321.	3,9	200	A	A	C		.55	1.30
		NW.	Parkey 2-8281.	3,9	200	A	A	C		.55	1.30
		WA.	Parkey 1-3567, Ext. 204	11,4,6,10,15A,2,52	2000	A	A	C		.55	1.30
		CE.	Parkey 1-4456.	3.	200	A	A	C		.55	1.30
		FL.	Parkey 1-3383.	9,6	200	A	A	C		.55	1.30
MONT, N.D.	MOX	NO.	8-0225	3.	200			NEP		No Service Available	
		NO.	2-8212.	3.	200			NEP		No Service Available	
MISSION, TEX.	MMK	See McAllen, Tex.									
MISSOULA, MONT.	MSO	NW.	3-2471.	4.	200	C	A	OTF		No Service Available	
MITCHILL, S.D.	MEI	CE.	Wheat 6-8289	22.	200	A	A	C	G	.55	1.60
MOBILE, ALA.	MOB	EA.	Greenwood 6-6276	7,8,19,9,16,52.	200	A	A	C		.55	1.60
		NA.	GR-9-1401	9,17.	400	A	A	C		.55	1.60
		SO.	GR-7-3637	3.	100	A	A	C		.55	1.60
MORISTO, CALIF.	MCD	UA.	Lambert 3-3211.	3.	200	A	A	C		.55	1.60
MOLINE, ILL.	MLI	CE.	2-7991	3.	200	A	C	PIA		.55	1.25
		UA.	Moline 2-7701	9,6	200	A	C	PIA		.55	1.25
MORRISTON, N.B.	YQM	TC.	EY-4-9151	6,13,22.	200	C	C	C		.50	1.00
MORRISTON BEACH, N.J.	MBR	See Asbury Park, N.J.									
MORRIS, ILL.	MLU	DL.	PA-3-5116	9,3	300	C	C	MEY		.60	1.20
		SO.	PA-5-4601	3.	200	C	C			.60	1.20
		TT.		3.	400	C	C			.60	1.20
MONT JOLI, P.Q.	MTJ	QBA		3.	400						
MONT VISTA, COLO.	ALS	FL.	Ulater 2-2341	3.	200	C	C	DEM		No Service Available	



U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Expenses	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
MONTREY, CAL.	MCY	PC	Frontier 2-7971	3,19	200	A	C	SFO	G	.55	1.10
MONTGOMERY, ALA.	MDM	DL	Frontier 3-3157	9	300	A	C	SFO	G	.55	1.10
		DL	AM-4-7313	9,3	200	A	C	MTY	G	.40	.85
MONTPELIER, VT.	MPV	NE	CB-7-7961	19,8,9	200	A	C	MTY	G	.40	.85
MONTREAL, QUE.	YUL	AF	Capitol 3-2399	3	200	C	C	MTY	G	No Service Available	
		AF	UN-6-8344	7	200	A	C	AC	A	.35	.75
		CP	UN-6-2901	144	500	A	AC	AC	A	.45	1.00
		EA	Helrose 1-3870	19,52,7	200	C	C	A	A	No Service Available	
		EA	University 1-3411	7,10,15,23	9500	A	C	AC	A	.35	.75
		NE	Helrose 1-8591	22	200	C	C	A	A	.35	1.25
		SW	Hunter 9-5781	12,13,7,22	200	A	C	A	A	.45	1.00
MONTROSE, CALD.	MTJ	FL	Cherry 9-4236	3	200	G	A	DEM	C	No Service Available	
MORRISTOWN, N.C.	MOR	PI	Beaufort 2-7341	3	100	C	C	C	C	.35	.75
MORENCI, ARIZ.	CPT	See Clifton, Ariz.									
MORGANTOWN, N.C.		See Hickory, N.C.									
MORGANTOWN, W.VA.	MDV	CA	2-3301	3	150	C	C	FTY	G	.55	1.25
MOSCOW, IDA.	PMW	See Pullman, Wash.									
MOSKOW, CAN.	YQA	See Ephrata, Wash.									
MOUTRIE, GA.	MYR	SO	YU-5-4048	3	100	C	C	C	C	.75	1.50
MOWIE, IND.	MIE	LCB	Atlas 8-3629	3	200	C	C	C	C		
MUSKOGEE, OKLA.	MED	CA	J-1870	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MED	CA	Murray 7-5694	3	200	C	C	HEC	C	No Service Available	
MYRTLE BEACH, S.C.	MYR	TC	Seasonal	3,7,12,13,22	200	C	C	C	C		
NANTUCKET, MASS.	ACK	PI	Hillcrest 8-6559	3	100	C	C	C	C	.45	.85
NASHVILLE, TENN.	BNA	NE	1140	3	200	C	C	C	C	No Service Available	
		AA	Chapel 2-6336	9,5,15	4500	A	A	C	G	.55	1.10
		BN	AL-5-5323	5,9	200	A	A	C	C	.55	1.10
		EA	AL-5-7412	9,19,10,7	200	A	A	C	C	.55	1.10
		CE	Chapel 2-4363	3	200	A	A	C	C	.55	1.10
		TV	Alpine 4-7726	7	250	A	A	C	C	.55	1.10
		SO	6963	3	100	C	C	C	C	No Service Available	
NATCHES, MISS.	NEE	NE	9-6441	3	200	C	C	C	C	.25	.60
NEW BEDFORD, MASS.	BNF	NE	9-6441	3	200	C	C	C	C	.35	.75
NEW BRUNSWICK, N.J.	NBR	NA	Melrose 7-5151	9	200	C	C	DMH	C	.55	1.10
NEW HAVEN, CONN.	BVN	PI	ME 7-3972	3	100	A	C	DMH	C	.55	1.10
		NY (Service Suspended)									
		HBart	7-1667	9	250	A	A	C	G	.55	1.25
NEW IBERIA, LA.	LFI	EA	HO-7-6311	19	200	A	A	C	C	.55	1.25
NEW LONDON, CONN.	QDN	See Lafayette, La.									
NEW ORLEANS, LA.	MSY	NE	Hilltop 5-9357	3	200	C	C	C	C	.50	1.25
		LA	LA-4-2411	3	200	A	A	AC	AC	.55	1.25
		CA	Kemper 4-3500	22,8	200	C	A	AC	AC	.55	1.25
		DL	Kemper 4-3658	9,1-4,3,5,10	6000	C	A	AC	AC	.55	1.25
		EA	4-3601	7,8,16,10,19,52,9	500	C	A	AC	AC	.55	1.25
		EA	Kemper 4-3618	9,5,6,17	400	C	A	AC	AC	.55	1.25
		FA	Jackson 2-6391	2,6	2500	A	A	AC	AC	.55	1.25
		SO	Kemper 7-0158	3	200	C	A	AC	AC	.55	1.25
		TA	Canal 8374	4	4500	C	A	AC	AC	.55	1.25
		TT				C	A	AC	AC	.55	1.25
NEW PHILADELPHIA, OHIO @ PHD	PHD	LC	4-2729	3	200						
NEW YORK, N.Y., or NEWARK, N.J. (in Guardia)	LGA	AA	Havermyer 4-7600	9,5,15,52	10000	A	A	AC	G	1.00	2.00
		CA	Mitchell 2-3002	22,8	200	A	A	AC	AC	1.00	2.00
		COB		3,22,7	200						
		EA	NE-8-8200	7,8,16,19,52	500	A	A	AC	AC	1.00	2.00
		NE	Illinois 7-3000	9,3,6,22	200	A	A	AC	AC	1.00	2.00
		NY	Defender 5-6600, Ext 16	20,21	200	A	A	AC	AC	1.00	2.00
SAD		TV		14,9,5,15,10	440	A	A	AC	AC	1.00	2.00
TV		UA	Illinois 6-4900	5,6,10	6000	A	A	AC	AC	1.00	2.00
(telewild)	IDL	AA	Havermyer 4-7600	9,5,10,50,52	6000	A	A	AC	G	1.00	2.00
		AF	Olympia 6-6160	7	350						
		AF	Olympia 6-5800	7	200	A	A	AC	AC	1.00	2.00
		AVIANCA		14,2	440						
		AZ	JUnion 2-6500	10	440	A	A	AC	AC	.80	1.80
		BA	Olympia 6-3600	11,8	11100	A	A	AC	AC		
		CA	Olympia 6-5843	9,10	500	A	A	AC	AC	1.00	2.00
		CA	Havermyer 9-5340	22,8	200	A	A	AC	AC	1.00	2.00
		DL	Olympia 6-5822	8,10	200	A	A	AC	AC	1.00	2.00
		EA	Olympia 6-5109	6,7,8,10,19,52	500	A	A	AC	AC	1.00	2.00
		EA	OL-6-2560	7		A	A	AC	AC		
		LY	Olympia 6-5290	8	450	A	A	AC	AC		
		EL	Whitehall 4-3480	2,10,19,23,8,7	5500	A	A	AC	AC	.85	1.75
		NA	OKford 7-8181	9,5,6,10	400	A	A	AC	AC	1.00	2.00
		NE	OL-6-3998	9,3,6,22	200	A	A	AC	AC	1.00	2.00
		NW	Murrayhill 7-4680	11,6,10,15,52	2000	A	A	AC	AC	1.00	2.00
		NY	Defender 5-6600	20,21	200	A	A	AC	AC	1.00	2.00
		PA	ST-6-7341	11,2,15,6,7,10,50	10000	A	A	AC	AC		
		RD	Olympia 6-5748	1,2,15	10000	A	A	AC	AC	1.00	2.00
		SH	JUnion 6-1050	5,6,15	400	A	A	AC	AC		
		SK	Olympia 7-8000	5,6,10	1000	A	A	AC	AC		
		SR	Piazza 7-4433	2,6	6000	A	A	AC	AC		
		TC	JUnion 6-3210	22	200	A	A	AC	AC	1.00	2.00
		TNC	Olympia 6-5997	4,6,2	1100	A	A	AC	AC	1.00	2.00
		TV	OKford 5-4525	8,7,2,23,50,8,4	3000	A	A	AC	AC	1.00	2.00
		UA	Olympia 9-7975	5,15,10	6000	A	A	AC	AC	1.00	2.00
(Newark)	ENR	AA	Market 3-4062	9,5,15	6000	A	A	AC	G	1.00	2.00
		AL	Market 2-2442	3,19	150	A	A	AC	AC	1.00	2.00
		AX	Mitchell 2-4605								
		BN	Market 3-2041	5,10	200	A	A	AC	AC	1.00	2.00
		CA	Mitchell 2-3002	22,8	200	A	A	AC	AC	1.00	2.00
		DL	MA-3-5943	1-4,10	6000	A	A	AC	AC	1.00	2.00
		EA	Mitchell 3-4389	6,7,8,16,10,19,52	500	A	A	AC	AC	1.00	2.00
		FL	Market 4-3700	23	10000	A	A	AC	AC	1.00	2.00
		MD	Mitchell 2-0335	9,3	200	A	A	AC	AC	1.00	2.00
		NA	Market 4-1953	9,5,6,10	400	A	A	AC	AC	1.00	2.00
		NY	Mitchell 2-8681	20,21	200	A	A	AC	AC	1.00	2.00
		TV	Market 3-5640	8,7,19	400	A	A	AC	AC	1.00	2.00
		UA	Market 2-2369	9,5,15,10,6	6000	A	A	AC	AC	1.00	2.00
NEWPORT, VT.	ENP	NE Seasonal	1099	3	200	C	C	C	C	No Service Available	
NEWPORT, CON.	ENP	UNION	7-3373	3	150						
NEWPORT NEWS, VA.	PNP	CA	Warwick 8-1141	3,4	150	C	C	C	C	.55	1.35
		NA	Lee Hall 5181	9	200	C	C	C	C	.55	1.35
		FL	Lyrie 6-2621	3	100	C	C	C	C	.55	1.35
NIAGARA FALLS, N.Y.	ZAG	CA	Served through Buffalo N.Y.							.65	1.95
		CA	Served through Buffalo N.Y.							.65	1.95
		MO	Served through Buffalo N.Y.							.65	1.95
		AL	Served through Buffalo N.Y.							.65	1.95
NOME, ALASKA @	OME	ASA	Main 199	3,4	1000						

U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
NORFOLK, NED.®	OFK	FL.	455	3	200	...	...	...	...	No Service Available	
NORFOLK, NED.®	OFK	NO.	640	3	200	...	...	...	...	No Service Available	
NORFOLK, VA.	OFV	CA.	10well 3-3101	3,4,22,8	250	A	C	C	G	.55	1.25
		UT.	Uttersen 3-4378	9	400	A	C	C	G	.55	1.25
		PT.	UL 5-6761	3	100	A	C	C	G	.55	1.25
		ND.	10well 5-4978	1	6000	A	C	C	...	.55	1.25
NORTH BAY, ONT.	YTB	TC.	3366	22	200	C	C	C	...	.50	1.00
NORTH BEND, ORE.	OTH	VC.	Skyline 9-1011	3	150	A	A	C	...	No Service Available	
NORTH EAST CAPE, ALASKA®											
NORTH HOLLYWOOD, CAL.®	ONC	AS.	...	3	500	...	...	...	...	...	...
NORTH PLATTE, NED.	LSF	LX.	...	20	200	...	...	LAX	...	...	...
NORMAL, CONN.		FL.	...	...	...	C	...	DEN	...	No Service Available	
NYACK, N.Y.	EJR	NY.	...	19	200	...	...	...	...	No Service Available	
OAK BLUFFS, MASS.	MYT	See Pearl River N.Y.	...	...	...	...	...	...	...	...	...
OAKLAND, CAL.	OKA	See Martha's Vineyard	...	...	...	...	...	...	...	...	...
		AA.	Highgate 4-6056	5,10	6000	A	A	C	...	.75	1.55
		FA(See San Francisco)	Lockhaven 2-1871	23	10000	A	A	C	...	.75	1.55
		FC.	OL-1-5888	...	...	...	...	...	...	...	...
		TV.	Lockhaven 8-3422	3,19	200	A	A	C	...	.75	1.55
		UA.	Highgate 4-6730	8	250	A	A	C	...	.75	1.55
		WA.	Lockhaven 3134	9,5	6000	A	A	C	...	.75	1.55
		WG.	Lockhaven 8-3012	6	200	A	A	C	...	.75	1.55
OCALA, FLA.	OCF	WG.	Lockhaven 2-6400	3	150	A	A	C	...	.75	1.55
ODessa, TEX.	MAF	HA.	MS-3-3207	19	200	A	C	TPA	G	.35	.75
		AA.	PS-7-3561	9,3	250	C	C	ELP	...	.40	1.25
ODEN, UTAH	OOD	CO.	Federal 7-2371	9,3	200	C	C	ELP	...	.40	1.25
		UA.	Qden 3-8441	9	200	C	A	DEN	0	.40	1.10
		WA.	Export 3-8441	9	200	A	A	DEN	...	.40	1.10
		MO.	Export 4-4533	3	200	C	C	DEN	...	.40	1.10
ODDINSBURG, N.Y.	ODS	MO.	1226	3	200	C	C	C	...	No Service Available	
OIL CITY, PA.	OKL	See Franklin Pa.	...	...	...	...	...	...	...	...	...
OKLAHOMA CITY, OKLA.	OKC	AA.	Melrose 2-6378	9,5,10	600	A	A	DAL	0	.60	1.20
		HA.	MU 3-5113	9,5,11	500	A	A	DAL	...	.60	1.20
		CO.	Mutual 5-7791	20	200	A	A	DAL	...	.60	1.20
		CH.	Mutual 5-7744	3	200	A	A	DAL	...	.60	1.20
		TV.	MS-8-3377	8	250	A	A	DAL	...	.60	1.20
OLYMPIA, WASH.	OLM	WC.	Fleetwood 6-6445	3	150	C	A	C	...	No Service Available	
OMAHA, NED.	OMA	BN.	VE 0682	9,3	500	A	A	C	G	.55	1.25
		FL.	Wabster 8900	3	200	A	A	C	...	.55	1.25
		WA.	Atlantic 9876	4	200	A	A	C	...	.55	1.25
		CEA	Harney 7957	3	200	A	A	C	...	.55	1.25
		UA.	Wabster 2429	9,5,6,10	400	A	A	C	...	.55	1.25
ONTARIO, ORE.	ONO	WC.	Ont. 400	3	150	C	C	GRD	...	No Service Available	
ONTARIO, CALIF.	ONT	BL.	Yikon 6-5724	3	200	C	C	LAX	...	.65	1.40
		WA.	...	150	C	C	C	LAX	...	.65	1.40
ORANGE, CALIF.®	ORA	LX.	...	20	200	...	...	LAX	...	...	...
ORLANDO, FLA.	ORL	DA.	...	...	...	...	...	...	...	.60	1.20
		EA.	4-4524	9,19,7,8,6,10	200	A	A	TPA	0	.60	1.20
		NA.	Garden 2-0709	9,6,17	200	A	A	TPA	...	.60	1.20
		ND.	Garden 5-2896	1	6000	A	A	TPA	...	.60	1.20
OSHKOSH, WIS.	OSH	NO.	Elverly 5-3100	3,9	200	C	C	...	...	No Service Available	
OSSINGTON, N.Y.	OSY	NY.	...	20	200	...	...	IDA	...	No Service Available	
OTTAWA, ONT.	OTM	SA.	TA 2-0475	7	200	C	C	C	...	.50	1.00
OTTUMMA, IOWA	OTW	CE.	Chetral 2-9611	22	200	C	C	C	...	.50	1.00
OWENSBORO, KY.	OWB	CE.	Murray 2-1660	3	200	A	A	PFA	...	.50	1.00
		EA.	MU 3-1585	19	200	C	C	SEF	...	No Service Available	
		CE.	Murray 4-2976	3	200	C	C	SEF	...	No Service Available	
OWEN, CALIF.	OWE	FC.	Winter 3-4614	3	200	C	C	LAX	...	No Service Available	
PADUCAH, KY.	PDK	CE.	31752	9,3	200	C	C	EVV	...	.55	1.45
		CE.	3-6238	3	200	C	A	EVV	...	.55	1.45
PAGE, ARIZ.	PAG	BL	Midway 5-2404	3	200	...	...	...	...	No Service Available	
PALATKA, FLA.	PLK	FC. (Demand Service)	Windsor 7-2195	19	200	...	...	LAX	...	No Service Available	
PAIMPALE, CALIF.	PMD	PA.	...	...	...	...	...	...	...	...	...
PAINT SPRINGS-INDIO, CALIF.	PSP	FC.	Fairview 5-2709	6	200	C	C	SAN	...	No Service Available	
		EL.	Fairview 5-5053	3	200	C	C	SAN	...	No Service Available	
PANAMA CITY, FLA.	PPN	NA.	Poplar 3-9087	9,17	200	A	C	G	...	.80	1.10
		SO.	SU-5-6166	3	100	...	...	...	...	.55	1.10
PARIS, TEX.	PRX	CH.	Stonest 4-8535	3	200	C	A	DAL	...	.55	1.25
PARSONSBURG, W. VA.	PWB	CE.	HMacon 5-5542	9	200	A	C	PIT	...	.60	1.60
		AL.	HMacon 5-4541	3,19	150	C	C	PIT	...	.60	1.60
		PI.	Garfield 8-6787	3	100	C	C	PIT	...	.60	1.60
PASCO, WASH.	PSC	VC.	Liberty 7-5547	3	150	C	C	GRD	...	.50	1.50
PASO ROBLES, CALIF.	PBR	FC.	1700	3	200	C	C	LAX	...	...	...
PATERSON, N.J.	PNJ	NY.	...	20	200	...	...	IDA	...	No Service Available	
PAVYCKET, N.I.	SPZ	WE.	Poplar 2-6230	3	200	A	C	PVD	...	No Service Available	
PAYETTE, IDA.	PTO	See Ontario, Ore.	...	...	...	...	...	...	...	...	...
PEARL RIVER, N.Y.	PJR	NY (Service Suspended)	...	...	...	...	...	...	...	No Service Available	
PEBS, TEX.	PEB	UA.	HI 5-2738	3	150	C	A	ELP	...	...	...
PEELINGTON, ORE.	PEY	WC.	Chestview 6-7211	9,5,6	400	C	A	GRD	...	.45	.95
		WC.	Chestview 6-2461	3	150	C	A	GRD	...	.45	.95
PENSACOLA, FLA.	PNS	EA.	NE 2-2314	8,9	200	C	A	C	G	.50	.95
		NA.	HMacon 2-3152	9,17	400	C	A	C	...	.50	.95
PERINTON, D.C.	PIY	CP.	2947	3	200	C	C	C	...	.25	.60
PERKIA, ILL.	PFA	AA.	7-3555	9	250	C	A	C	...	.50	1.45
		CE.	7-3548	3	200	C	A	C	...	.50	1.45
PERU, IND.	PEK	TV.	7-4449	19	400	C	A	C	...	.50	1.45
		See Kokomo, Ind.	...	...	...	...	...	...	...	...	...
PHILADELPHIA, PA.	PHL	AA.	Saratoga 7-7977	9,5,15,52	6000	A	A	C	G	.60	1.55
		AL.	Saratoga 7-7979	3,19	150	A	A	C	...	.60	1.25
		CA.	Saratoga 7-6009	3,4,22	250	A	A	C	...	.60	1.55
		EA.	Saratoga 7-9912	9,10,14	6000	A	A	C	...	.60	1.55
		EA.	SA-9-2115	15,7,19,8	200	A	A	C	...	.60	1.55
		PT.	Saratoga 6-7100	Served through NYC/EMA	10000	A	A	C	...	.60	1.55
		NA.	Saratoga 6-2235	9,10	400	A	A	C	...	.60	1.55
		NE.	Saratoga 4-0310	6,22	200	A	A	C	...	.60	1.55
		PA.	Locust 8-1360	6,10	600	A	A	C	...	.60	1.55
		ND.	Saratoga 4-0332	1	6000	A	A	C	...	.60	1.55
		TV.	Locust 8-3230	8,7,19,50,64	400	A	A	C	...	.60	1.55
		UA.	Saratoga 7-9234	9,5,15,6,10	6000	A	A	C	...	.60	1.55
PHILIPSBURG, PA.	PSB	AL.	Uikens 2-1670	3,19	600	C	C	PHL	...	.75	1.70
PHOENIX, ARIZ.	PHX	BL.	Alpine 8-6763	5,10	600	C	C	PHX	0	.55	1.40
		FL.	Alpine 8-8466	3	200	C	C	PHX	...	.55	1.40
		TV.	Bridge 5-1441	3	200	C	C	PHX	...	.55	1.40
		WA.	Bridge 5-5487	8,7	250	C	C	PHX	...	.55	1.40
		WA.	Bridge 5-6271	6	200	C	C	PHX	...	.55	1.40
PIEDMONT, S. D.	PIR	NO.	Capital 4-5646	3	200	C	C	OMA	...	.35	.75
		WA.	2448	9	200	C	C	OMA	...	.35	.75
PINE BLUFF, ARK.	PBF	TT.	JE 4-8612	3	150	C	C	PHX	...	No Service Available	
PINEHURST, N.C.	PNP	PI.	Sou. Pines 2-8941	3	200	C	C	PHX	...	1.00	1.50
PITTSBURGH, PA.	PIT	CE.	3600	3	200	C	C	...	...	No Service Available	

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		
										Per 100 Lb.	Minimum	
PITTSBURGH, PA. . . . .	PIT	AA. . . . .	Spaulding 1-2255.	9. . . . .	250	A	A	C	G	.80	1.55	
		AL. . . . .	Spaulding 1-3512.	3,19. . . . .	150	A	A	C	C	.80	1.55	
		CA. . . . .	Spaulding 1-1600.	3,4,6,22. . . . .	250	A	A	C	C	.80	1.55	
		EA. . . . .	SP-1-3100. . . . .	9,7,19,52. . . . .	200	A	A	C	C	.80	1.55	
		LCB. . . . .	Spaulding 1-4978.	3. . . . .	200	A	A	C	C	. . . . .	. . . . .	
		PA. . . . .	Spaulding 1-1000.	6,11. . . . .	300	A	A	C	C	.80	1.55	
		TV. . . . .	Express 1-3240.	8,7,19,50,84. . . . .	400	A	A	C	C	.80	1.55	
		UA. . . . .	Federal 1-6137.	10. . . . .	200	A	A	C	C	.80	1.55	
		MO. . . . .	2-8635. . . . .	3. . . . .	100	C	C	BDL	C	.55	1.30	
		NE. . . . .	9857. . . . .	3. . . . .	200	C	C	BDL	C	.55	1.30	
PITTSFIELD, MASS. . . . .	PSF	CA. . . . .	Capitol 4-7829.	19. . . . .	200	C	C	DAL	C	.35	.75	
		EA. . . . .	1983. . . . .	19. . . . .	200	C	C	WAL	C	No Service Available		
		VA. . . . .	CEdar 2-8756.	9. . . . .	200	C	C	OTF	G	.55	1.15	
		WC. . . . .	CEdar 3-2584.	3. . . . .	150	C	C	OTF	C	.55	1.15	
POMONA, CAL. . . . .	JPO	LA. . . . .	20. . . . .	20. . . . .	200	C	A	LAX	C	No Service Available		
		FWC. . . . .	Hogers 2-1611. . . . .	3. . . . .	200	C	A	MEC	C	No Service Available		
		FWC. . . . .	Glencourt 7-3101.	3. . . . .	150	C	A	C	C	No Service Available		
		TC. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
PORT ARTHUR, ONT. . . . .	YOE	FL. . . . .	YU-2-4321. . . . .	9. . . . .	300	C	A	C	C	.55	1.50	
		EA. . . . .	YU-3-3317. . . . .	19,9. . . . .	200	C	A	C	C	.55	1.50	
		TT. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
		3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
PORTLAND, ME. . . . .	PMH	NE. . . . .	SPruce 4-3941. . . . .	9,3. . . . .	200	A	C	PMH	C	.50	1.00	
		AS. . . . .	Atlantic 8-5073. . . . .	4,6. . . . .	1000	A	A	C	G	.60	1.35	
		PT. . . . .	Atlantic 1-1158. . . . .	1. . . . .	10000	A	A	C	C	.60	1.35	
		WA. . . . .	Atlantic 7-1103. . . . .	4,6,10,2. . . . .	500	A	A	C	C	.60	1.35	
PORTLAND, ORE. . . . .	PK	PA. . . . .	CA 7-6673. . . . .	10,11. . . . .	600	A	A	C	C	.55	1.25	
		PA. . . . .	AT-8-5043. . . . .	3,4,8. . . . .	400	A	A	C	C	.50	1.25	
		UA. . . . .	Atlantic 7-2411. . . . .	9,6,10,5. . . . .	400	A	A	C	C	.60	1.35	
		WA. . . . .	Atlantic 7-3221. . . . .	6. . . . .	200	A	A	C	C	.60	1.35	
PORTSMOUTH, OHIO. . . . .	PMH	WC. . . . .	Atlantic 4-3656. . . . .	3. . . . .	150	A	A	C	C	.60	1.35	
		LC. . . . .	Blackburn 9-6321. . . . .	3. . . . .	200	C	C	ALB	C	No Service Available		
		NO. . . . .	Glover 1-3900. . . . .	3. . . . .	100	C	C	ALB	C	No Service Available		
		POU. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
POWELL, WYO. . . . .	PW	FL. . . . .	Skyline 4-4222. . . . .	3. . . . .	200	C	C	OTF	C	No Service Available		
		BL. . . . .	252. . . . .	3. . . . .	200	C	C	DUG	C	.65	1.20	
		FL. . . . .	136. . . . .	3. . . . .	200	C	C	DUG	C	.65	1.20	
		NE. . . . .	4931. . . . .	3. . . . .	200	A	A	NUL	C	No Service Available		
PREQUEP ISLE, ME. . . . .	PQI	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
		3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
		3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
		3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
PRINCE GEORGE, B.C. . . . .	YGS	CP. . . . .	7. . . . .	3,6,9. . . . .	200	C	C	C	C	. . . . .	. . . . .	
		CP. . . . .	3213. . . . .	3. . . . .	200	C	C	C	C	. . . . .	. . . . .	
		YPR. . . . .	Enterprise 0500. . . . .	3. . . . .	100	C	C	INT	C	No Service Available		
		YOE. . . . .	Rigant 7-1053. . . . .	9,5. . . . .	500	A	A	C	G	.50	1.35	
PRINCE HENRI, B.C. . . . .	YPR	EA. . . . .	Rigant 7-9616. . . . .	8,10. . . . .	200	A	A	C	C	.50	1.35	
		WA. . . . .	Elmhurst 1-8500. . . . .	Served Through Boston Mass. . . . .	9. . . . .	200	A	A	C	C	.50	1.35
		YOE. . . . .	Rigant 9-1405. . . . .	9. . . . .	200	A	A	C	C	.50	1.35	
		NE. . . . .	Union 1-3300. . . . .	6,9. . . . .	400	A	A	C	C	.50	1.35	
PRINCETON, N.J. . . . .	PNC	UA. . . . .	Temple 1-6950. . . . .	6,9. . . . .	400	A	A	C	C	.50	1.35	
		3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
		3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
		3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	3. . . . .	
PROVO, UTAH. . . . .	PUV	BL. . . . .	Franklin 3-7077. . . . .	6. . . . .	200	C	C	DEM	C	No Service Available		
		CO. . . . .	Whitney 8-3316. . . . .	9,3. . . . .	200	C	C	DEM	G	.40	1.00	
		FL. . . . .	Whitney 8-3323. . . . .	3. . . . .	200	C	C	DEM	C	.40	1.00	
		WC. . . . .	Pullman 1-3761. . . . .	3. . . . .	150	C	C	QDG	C	No Service Available		
PUEBLO, COLO. . . . .	POB	TC. . . . .	60. . . . .	22. . . . .	200	C	C	C	C	.75	1.00	
		CP. . . . .	Baldwin 2-3442. . . . .	3. . . . .	200	C	C	STL	C	.75	1.75	
		OE. . . . .	Temple 2-3876. . . . .	3,22. . . . .	150	C	A	C	G	.70	1.50	
		CA. . . . .	TE 2-7380. . . . .	8,19,7,9. . . . .	200	A	A	C	C	.70	1.50	
QUINCY, ILL. . . . .	QU	FL. . . . .	Vance 8-5721. . . . .	3. . . . .	100	C	A	C	C	.70	1.50	
		FL. . . . .	Fillmore 3-6361. . . . .	3. . . . .	200	C	C	DEM	C	1.08	1.10	
		NO. . . . .	Fillmore 3-5544. . . . .	9. . . . .	200	C	C	DEM	C	1.08	1.10	
		WA. . . . .	Fillmore 2-7110. . . . .	3. . . . .	200	C	C	DEM	C	1.08	1.10	
RALEIGH, N.C. . . . .	RDG	EA. . . . .	East 4-4571. . . . .	3. . . . .	200	C	C	DEM	C	No Service Available		
		EA. . . . .	Reading 4-8336. . . . .	19. . . . .	200	A	C	PHL	C	.45	1.35	
		CA. . . . .	4-4947. . . . .	3. . . . .	150	A	C	PHL	C	.45	1.35	
		TV. . . . .	Franklin 6-7353. . . . .	19. . . . .	400	A	C	PHL	C	.45	1.35	
RED BLUFF, CALIF. . . . .	RBL	PC. . . . .	Laurence 7-1701. . . . .	3. . . . .	200	C	C	ACV	C	No Service Available		
		PC. . . . .	Chestnut 3-1211. . . . .	3,19. . . . .	200	C	C	ACV	C	No Service Available		
		WC (See Bend, Ore.) . . . . .	1A-2-5622. . . . .	13,3,22. . . . .	200	C	C	C	C	.50	1.00	
		RD. . . . .	1A-2-5622. . . . .	13,3,22. . . . .	200	C	C	C	C	.50	1.00	
REDDING, CALIF. . . . .	RED	BL. . . . .	Fairview 9-0001. . . . .	3. . . . .	200	C	C	SFO	G	.50	1.25	
		UA. . . . .	Fairview 9-0211. . . . .	9,5,6. . . . .	400	C	C	SFO	G	.50	1.25	
		WA. . . . .	Fairview 3-1801. . . . .	6. . . . .	200	C	C	SFO	G	.50	1.25	
		NO. . . . .	Forest 2-4316. . . . .	3. . . . .	200	C	C	C	C	No Service Available		
REDFORD, ORE. . . . .	RFD	LC. . . . .	4-1121. . . . .	9. . . . .	200	C	C	C	C	.45	1.25	
		AA. . . . .	Fairfield 2872. . . . .	3. . . . .	250	A	A	C	G	.45	1.25	
		CA (Service Suspended). . . . .	7-4605. . . . .	22,4. . . . .	150	A	A	C	C	.45	1.25	
		EA. . . . .	Fairfield 4105. . . . .	8,19. . . . .	200	A	A	C	C	.45	1.25	
REDFORD, VA. . . . .	RVA	MA. . . . .	Republic 7-4188. . . . .	9. . . . .	200	A	A	C	C	.45	1.25	
		FL. . . . .	RE 7-4101. . . . .	3. . . . .	100	A	A	C	G	.45	1.25	
		RD (Service Suspended). . . . .	7-4101. . . . .	3. . . . .	100	A	A	C	G	.45	1.25	
		QA. . . . .	Overland 8-6221. . . . .	3. . . . .	400	C	C	C	C	No Service Available		
RICHMOND, IND. . . . .	RIC	BL. . . . .	Uster 6-3552. . . . .	3. . . . .	200	C	C	DEM	C	No Service Available		
		EA. . . . .	Empire 6-3455. . . . .	9. . . . .	250	A	A	RIC	G	.45	1.00	
		FL. . . . .	6-0351. . . . .	19. . . . .	200	A	A	RIC	C	.45	1.00	
		FL. . . . .	Empire 6-0381. . . . .	19. . . . .	100	A	A	RIC	C	.45	1.00	
RICHMOND, VA. . . . .	RVA	WA. . . . .	AT 94591. . . . .	3,3. . . . .	200	C	A	C	G	.35	.85	
		CE. . . . .	Atlas 2-1709. . . . .	3. . . . .	200	C	A	C	C	.35	.85	
		CE. . . . .	3333. . . . .	3. . . . .	200	C	A	C	C	.35	.85	
		CA. . . . .	Gessesse 8-0364. . . . .	9,5. . . . .	500	A	C	AC	G	.55	1.25	
RICHMOND, WIS. . . . .	RWM	CA. . . . .	Gessesse 5142. . . . .	3,4,8,22. . . . .	250	A	C	AC	C	.55	1.25	
		MD. . . . .	Served Through Buffalo N.Y. . . . .	9,3. . . . .	200	A	C	AC	C	.55	1.25	
		CE. . . . .	Gessesse 1602. . . . .	3. . . . .	200	A	C	AC	C	.55	1.25	
		CE. . . . .	5-0661. . . . .	3. . . . .	200	C	C	AC	C	.75	1.75	
RIVERSIDE, CALIF. . . . .	RVS	See Holms, Ill. . . . .	804. . . . .	3. . . . .	200	C	C	C	C	No Service Available		
		FL. . . . .	Empire 2-5522. . . . .	3. . . . .	200	C	C	DEM	C	.50	1.00	
		EA. . . . .	2-2144. . . . .	3. . . . .	150	C	C	DEM	C	.50	1.00	
		RD. . . . .	2-1521. . . . .	19. . . . .	200	C	A	ATL	C	.40	1.00	
ROCK ISLAND, ILL. . . . .	RIS	See Utica, N.Y. . . . .	Orchard 3-3231. . . . .	3. . . . .	150	A	A	OTH	C	No Service Available		
		RD. . . . .	MA-2-7432. . . . .	3. . . . .	200	C	C	ELP	C	.35	.75	
		TC. . . . .	22. . . . .	22. . . . .	200	C	C	C	C	.75	1.00	
		OTF. . . . .	Orchard 8-7402. . . . .	3. . . . .	150	A	A	OTF	C	No Service Available		
ROCK SPRINGS, WYO. . . . .	RSP	WC. . . . .	Prospect 2-6990. . . . .	20. . . . .	200	C	C	IGA	C	No Service Available		
		PC. . . . .	Gladstone 6-5406. . . . .	19,3. . . . .	200	A	C	SFO	G	.60	1.35	
		UA. . . . .	Gladstone 6-7861. . . . .	9,5,6. . . . .	400	A	C	SFO	G	.60	1.35	
		FL. . . . .	Garden 1-2440. . . . .	3. . . . .	150	A	C	SFO	G	.60	1.35	
ROCKY MOUNT, N.C. . . . .	RMT	WC. . . . .	1004. . . . .	3. . . . .	200	C	C	DEM	C	No Service Available		
		RD. . . . .	Orchard 3-3231. . . . .	3,22,4. . . . .	250	C	C	C	C	.70	1.45	
		TC. . . . .	3-1231. . . . .	22. . . . .	200	C	C	C	C	No Service Available		
		TC. . . . .	2370. . . . .	13,22. . . . .	200	C	C	C	C	.50	1.00	
ROME, N.Y. . . . .	RME	MA. . . . .	3-1231. . . . .	22. . . . .	200	C	C	C	C	.50	1.00	
		TC. . . . .	2370. . . . .	13,22. . . . .	200	C	C	C	C	.50	1.00	
		MA. . . . .	3-1231. . . . .	22. . . . .	200	C	C	C	C	.50	1.00	
		MA. . . . .	3-1231. . . . .	22. . . . .	200	C	C	C	C	.50	1.00	
ROSEBUD, ORE. . . . .	RBD	QA. . . . .	Orchard 3-3231. . . . .	3. . . . .	150	A	A	OTH	C	No Service Available		
		TC. . . . .	MA-2-7									



U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
ST. JOSEPH, MO. . . . .	STJ	FL. . . . .	Adams 4-7919.	3 . . . . .	200	C	C	C	..	.55	1.35
ST. LOUIS, MO. . . . .	STL	AA. . . . .	Adams 2-6066.	3 . . . . .	200	C	C	C	..	.55	1.35
		BN. . . . .	Parkview 5-5310	9,5,10,15,52.	7000	A	A	C	..	.60	1.60
		CH. . . . .	PE-1-2243.	9,3 . . . . .	200	A	A	C	..	.60	1.60
		DL. . . . .	Perishing 1-2231	3 . . . . .	200	A	A	C	..	.60	1.60
		EA. . . . .	PE-1-2134.	9,5,10,14.	6000	A	A	C	..	.60	1.60
		CE. . . . .	PE-1-0310.	9,19,10,52.	200	A	A	C	..	.60	1.60
		TV. . . . .	Perishing 1-0990-3	3 . . . . .	200	A	A	C	..	.60	1.60
ST. PAUL, MINN. . . . .	MSP	BN. . . . .	Geneva 6-4800	8,7,19,50,84.	400	A	A	C	..	.60	1.60
		CA. . . . .	Oell MSP.	9,3,5 . . . . .	500	C	A	C	..	.50	1.15
		NO. . . . .	Parkway 1-1831.	22. . . . .	150	C	A	C	..	.50	1.15
		WA. . . . .	Parkway 1-3311.	1 . . . . .	6000	C	A	C	..	.50	1.15
			Parkway 1-3567	3,9 . . . . .	200	C	A	C	..	.50	1.15
ST. PETERSBURG, FLA. . . . .	PIE	WA. . . . .	Ext. 204.	11,2,4,6,10,52.	2000	C	A	C	..	.50	1.15
		EA. . . . .	Parkway 1-3383.	8,9 . . . . .	200	C	A	C	..	.55	1.30
		DL. . . . .	HE-6-8100.	7,9,52,8,10,19.	200	C	C	AC	..	.75	1.50
		NA. . . . .	RMlock 5-2161.	9,6,17. . . . .	200	A	C	AC	..	.75	1.50
		KE Served Through Tampa	Tampa 7-8492.	6 . . . . .	200	A	C	AC	..	.75	1.50
		NO. . . . .	Redwood 6-1351.	10. . . . .	200	A	C	AC	..	.75	1.50
		TC. . . . .	5-7611.	(Served Through Tampa)	6000	A	C	AC	..	.75	1.50
SALEM, ORE. . . . .	SLE	UA. . . . .	Empire 2-2441	9 . . . . .	200	C	A	FDX	..	.50	1.00
		WC. . . . .	Justice 1-2448.	3 . . . . .	150	C	A	FDX	..	.50	1.00
		CO. . . . .	TA-7-5553.	3 . . . . .	200	C	A	MHC	..	.35	1.00
SALINA, KAN. . . . .	SIN	UA. . . . .	Warrior 4-7686	3 . . . . .	200	A	A	SFO	..	No Service Available	
SALINAS, CALIF. . . . .	SNS	AL. . . . .	3158.	3 . . . . .	150	C	A	C	..	.50	1.25
SALISBURY, MD. . . . .	SBY	BL. . . . .	Davis 8-8656.	9 . . . . .	200	A	C	DEM	..	.40	1.10
SALT LAKE CITY, UTAH. . . . .	SLC	FL. . . . .	Empire 4-6796	3 . . . . .	200	A	C	DEM	..	.40	1.10
		UA. . . . .	Davis 8-8011	9,5,6,10,15.	6000	A	C	DEM	..	.40	1.10
		WC. . . . .	Davis 2-0186.	9,6 . . . . .	150	A	C	DEM	..	.40	1.10
		CO. . . . .	Davis 8-0576.	3 . . . . .	200	C	C	SAT	..	.50	1.10
SAN ANGELO, TEX. . . . .	SAT	TT. . . . .	7196.	9,3 . . . . .	150	C	C	SAT	..	.50	1.10
		AA. . . . .	8193.	3 . . . . .	200	C	C	SAT	..	.50	1.10
SAN ANTONIO, TEX. . . . .	SAT	AA. . . . .	Taylor 4-1401	5,15. . . . .	6000	A	A	C	..	.55	1.10
		BN. . . . .	TA 2-3351	7,9,10,52.	400	A	A	C	..	.55	1.10
		CO. . . . .	TA 6-8591	7,9,10,52.	200	A	A	C	..	.55	1.10
		EA. . . . .	TA 6-3230	9,7,10,1,52.	200	A	A	C	..	.55	1.10
		TT. . . . .	TA 6-6301	3 . . . . .	150	A	A	C	..	.55	1.10
SAN BENITO, TEX. . . . .	BNL	TT. . . . .	QA 3-4200	3 . . . . .	150	C	..	DAL	..	No Service Available	
SAN BERNARDINO, CALIF. . . . .	JSB	EX. . . . .	20. . . . .	20. . . . .	200	C	..	LAX	..	No Service Available	
SAN DIEGO, CALIF. . . . .	SAN	AA. . . . .	Yukon 6-1119.	6 . . . . .	200	C	..	LAX	..	No Service Available	
			CTpress 6-6128.	5,10. . . . .	600	C	A	AC	..	.65	1.50
					(10,000 Via LAX)						
		BL. . . . .	CTpress 6-6144.	3 . . . . .	200	C	A	AC	..	.65	1.50
		TT. . . . .	CTpress 6-6273.	Served through BUR	6000	C	A	AC	..	.65	1.50
		UA. . . . .	Belmont 4-7171.	9,5,6,10. . . . .	400	C	A	AC	..	.65	1.50
		WA. . . . .	CTpress 8-8861.	6 . . . . .	200	C	A	AC	..	.65	1.50
SANDSPIT, B.C. . . . .	YEP	CP. . . . .	3 . . . . .	3 . . . . .	200	..	..	..	..	..	..
SAN FRANCISCO, CALIF. . . . .	SFO	AA. . . . .	Yukon 2-4620.	5,15,50A,10.	6000	A	A	AC	..	.75	1.55
		FT. . . . .	Plaza 5-9405.	1,15,23 . . . . .	10000	A	A	AC	..	.75	1.55
		JL. . . . .	3150 2-3612.	6 . . . . .	400	A	A	AC	..	.75	1.55
		FA. . . . .	EX 7-1414.	11,6,10,2 . . . . .	600	A	A	AC	..	.75	1.55
		PC. . . . .	Plaza 5-9200.	3,19. . . . .	200	A	A	AC	..	.75	1.55
		TV. . . . .	Yukon 2-5800.	8,7,50,84.	400	A	A	AC	..	.75	1.55
		UA. . . . .	June 8-2424.	9,5,15,6,10.	6000	A	A	AC	..	.75	1.55
		WA. . . . .	June 8-1443.	6 . . . . .	200	A	A	AC	..	.75	1.55
		WC. . . . .	Plaza 6-8555.	3 . . . . .	150	A	A	AC	..	.75	1.55
SAN JOSE, CALIF. . . . .	SJC	PC. . . . .	CTpress 5-5408.	3,19. . . . .	200	C	C	SFO	..	1.00	2.00
SAN JUAN, PUERTO RICO . . . . .	SJU	DL. . . . .	9-0045.	9 . . . . .	200	..	..	AC	..	..	..
		EA. . . . .	9-0200.	10,6,52 . . . . .	200	C	A	AC	..	..	..
		FA. . . . .	2-5000.	2,6,10,15 . . . . .	6000	C	A	AC	..	..	..
		RD. . . . .	9-0360.	1,2 . . . . .	6000	C	A	AC	..	..	..
SAN LOUIS OBISPO, CALIF. . . . .	SBP	TIC. . . . .	San Juan 9-0037	4,6,2 . . . . .	1102	C	A	AC	..	.65	1.35
SANTA ANA, CALIF. . . . .	SNA	PC. . . . .	Enterprise 1-1513	.. . . . .	200	C	C	LAX	..	No Service Available	
		BL. . . . .	Kimberly 5-1146.	20. . . . .	200	C	C	LAX	..	.65	1.50
SANTA BARBARA, CALIF. . . . .	SBA	PC. . . . .	Woodland 8-5121	19. . . . .	200	C	C	LAX	..	No Service Available	
		UA. . . . .	Woodland 7-1255	9 . . . . .	200	A	A	LAX	..	No Service Available	
SANTA CLARA, CALIF. . . . .	SJC	See San Jose, Calif.	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .
SANTA CRUZ, CALIF. . . . .	SJC	See San Jose, Calif.	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .
SANTA FE, N.M. . . . .	SAT	SW (Service Suspended).	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .
SANTA MARIA, CALIF. . . . .	SMK	CO. . . . .	2-4637.	9,3,22. . . . .	200	C	C	ELP	..	1.00	1.10
SANTA MONICA, CALIF. . . . .	SMD	TV. . . . .	3-6671.	19. . . . .	250	C	C	ELP	..	1.05	1.10
SANTA ROSA, CALIF. . . . .	STS	PC. . . . .	Walnut 5-2541.	3 . . . . .	200	C	C	LAX	..	No Service Available	
SARANAC LAKE, N.Y. . . . .	SLK	LX. . . . .	20. . . . .	20. . . . .	200	C	..	LAX	..	No Service Available	
SARASOTA, FLA. . . . .	SRQ	PC. . . . .	Liberty 2-7099.	3,19. . . . .	200	C	C	SFO	..	No Service Available	
		NA. . . . .	8A. . . . .	20. . . . .	200	C	C	NAL	..	No Service Available	
		HD (Demand Service).	Elgin 5-5131.	9,6,17. . . . .	200	A	C	TTA	..	.50	1.00
SASKATOON, SASK. . . . .	YXE	TC. . . . .	8224. . . . .	13,22 . . . . .	200	C	C	C	..	.50	1.00
SAULT STE. MARIE, MICH. . . . .	INR	CA. . . . .	Melrose 2-3371.	3,4 . . . . .	250	C	C	AC	..	.50	1.00
SAULT STE. MARIE, ONT. . . . .	INR	TC. . . . .	Melrose 2-3371.	3 . . . . .	200	C	C	AC	..	.50	1.00
SAVANNAH, GA. . . . .	SAV	DL. . . . .	Algon 6-5666.	22. . . . .	200	C	C	C	..	.35	.75
		EA. . . . .	AD 3-0267.	9,3 . . . . .	200	A	A	C	..	.75	1.50
		NA. . . . .	Adams 3-6651.	19. . . . .	200	A	A	C	..	.75	1.50
		FL. . . . .	Adams 6-8234.	9 . . . . .	200	A	A	C	..	.75	1.50
SCOTTSDALE, ARIZ. . . . .	SCT	FL. . . . .	Melrose 2-2700.	3 . . . . .	200	C	C	DEM	..	.55	1.10
SCHREFFERVILLE, P.Q. . . . .	YKL	QBA. . . . .	3 . . . . .	3 . . . . .	400	..	..	..	..	..	..
SCRANTON, PA. . . . .	AVP	See Wilkes-Barre, Pa.	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .	.. . . . .
SEATTLE, WASH. . . . .	SEA	AS. . . . .	Cherry 2-0600	4,6 . . . . .	1000	C	C	AC	..	.50	1.50
(Seattle Tacoma).		WA. . . . .	Cherry 4500	11,6,10,15A,4,2,52	2000	C	C	AC	..	.50	1.50
		PH. . . . .	MA 4-2121.	11,10 . . . . .	600	C	C	AC	..	.50	1.50
		TC. . . . .	Cherry 3-1079.	4,8,16. . . . .	200	C	C	AC	..	.50	1.50
		UA. . . . .	Cherry 2211.	3 . . . . .	200	C	C	AC	..	.50	1.50
		WA. . . . .	Mutual 2-3700.	9,6,10,5. . . . .	400	C	C	AC	..	.50	1.50
			Cherry 3-5800.	6 . . . . .	200	C	C	AC	..	.50	1.50
SEATTLE, WASH. (Boeing Field). . . . .	RFI	FT. . . . .	Parkway 3-5916.	1 . . . . .	10000	C	C	AC	..	.60	1.65
		WC. . . . .	Parkway 5-5500.	3 . . . . .	150	C	C	AC	..	.60	1.65
SHEPA, ALA. . . . .	SSE	DL. . . . .	4-7581.	3 . . . . .	200	C	C	ATL	..	.45	.90
SIXTEN ISLANDS, QUE. . . . .	YTF	TC. . . . .	22. . . . .	22. . . . .	200	C	C	C	..	No Service Available	
SHEFFIELD, ALA. . . . .	MEL	EA. . . . .	IN-3-5521.	19,9. . . . .	200	C	A	MM	..	.35	.75
SHERIDAN, WYO. . . . .	SHR	WA. . . . .	Orchard 4-2424.	6 . . . . .	200	C	C	OTY	..	.50	1.00
SHERMAN, TEX. . . . .	SHV	CM. . . . .	Twinsbrook 2-4328.	3 . . . . .	200	C	C	DAL	..	No Service Available	
SHERVEPORT, IA. . . . .	SHV	BN. . . . .	6-7451.	3 . . . . .	200	C	A	DAL	..	.65	1.35
		DL. . . . .	6-1831.	9,3,6,19. . . . .	3000	C	A	DAL	..	.65	1.35
		TT. . . . .	6-4571.	3 . . . . .	150	C	A	DAL	..	.65	1.35
SIDNEY, NEB. . . . .	SNY	FL. . . . .	2542. . . . .	3 . . . . .	200	..	..	DEM	..	..	..
SIDNEY, MONT. . . . .	SOT	FL. . . . .	838 . . . . .	3 . . . . .	200	C	A	OTY	..	No Service Available	
SILVER CITY, N.M. . . . .	SVC	FL. . . . .	0807. . . . .	3 . . . . .	200	C	A	OTY	..	No Service Available	
SIOUX CITY, IOWA. . . . .	SIX	BN. . . . .	8-5553.	9,3 . . . . .	200	A	C	CNA	..	.45	.95
		NO. . . . .	8-0991.	3 . . . . .	200	A	C	CNA	..	.45	.95
		CE. . . . .	5-6308.	3 . . . . .	200	A	C	CNA	..	.45	.95
		BN. . . . .	4-6051.	9,3 . . . . .	200	C	C	MSP	..	.55	1.10
SIOUX FALLS, S.D. . . . .	FSD	NO. . . . .	4-9943.	3 . . . . .	200	C	C	MSP	..	.55	1.10
		WA. . . . .	4-9996.	9,6 . . . . .	200	A	C	MSP	..	.55	1.10

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
SMITHERS, B.C.	YTD	CP.	Atlantic 8-4441	1,316,9	200					.55	1.20
SOUTH BEND, IND.	SRN	PT.	Central 4-4172	Served Through Chicago					G		
		LC	Central 4-4172	200	A	A	CHI			.55	1.20
		NO.	Central 3-5131	3,9	200	A	CHI			.55	1.20
		WA.	Central 3-1414	19.	200	A	CHI			.55	1.20
		UA.	Central 2-4811	9.	300	A	CHI			.55	1.20
SOUTHERN PINES, N.C.	SOP	PI.	2-8941	3.	100	C	C		NDU	1.00	1.00
SPARTANBURG, S.C.	SPA	DL.	7131	3.	200	A	A		ATL	.45	1.10
		RA.	3-5711	19.	200	A	A		ATL	.45	1.10
		SO.	3-5532	3.	100	A	A		ATL	.45	1.10
		NO.	57.	3.	200	C	C			No Service Available	
SPEARFISH, S.D.	SFF	WA.	Madison 4-3213	11,4,6,10,2	500	A	A		C	.60	1.60
SPOKANE, WASH.	ONG	UA.	Temple 8-8222	9,5,6	300	A	A		C	.60	1.60
		WC.	RI 7-7114	3.	150	A	A		C	.60	1.60
		CE.	8-3464	9	250	C	C		C	.40	1.10
		CE.	8-9677	3.	200	C	C		C	.40	1.10
SPRINGFIELD, ILL.	SPI	AA.	Republic 7-3774	Served Through Hartford					G	.65	1.25
SPRINGFIELD, MASS.	BDL	RA.	RE-2-6275	Served Through Hartford						.65	1.25
(Bradley Field)		NY.	Republic 4-5675	Served Through Hartford						.65	1.25
		NE.	NATIONAL 3-4418	Served Through Hartford						.65	1.25
		TV.								.65	1.25
		UA.	Republic 9-3891	5,9,10,15	4000	A	C		C	.65	1.25
		MO.	Republic 7-0107	3.	200	A	C		C	.65	1.25
SPRINGFIELD, MASS.	BAF	AA.	4-1871	9.	250	A	C		MEC	.40	1.10
SPRINGFIELD, MO.	SOF	DL.	4-7353	9,3	200	A	C		MEC	.40	1.10
		CE.	4-6861	3.	200	A	C		MEC	.40	1.10
SPRINGFIELD, OHIO	SOR	LC.	Enterprise 5-6408	Served Through Dayton					IDA	No Service Available	
STAMFORD, CONN.	SCC	NY.	Davis 3-8785	20.	200					No Service Available	
STATE COLLEGE, PA.	PSB	See Phillipsburg, Pa.									
STERLING, N.Y.	YXT	TC.	5132	13.	200	C	C		AC	.35	.75
		MAR.	3,2144	3,1,4	500	A	A		A		
STERLING, CALIF.	STR	FL.	LA 2-5445	3.	200				DEM	No Service Available	
STEVENS POINT, WIS.	STE	WA.	Diamond 4-2333	3.	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CH.	Frontier 2-8847	3.	200	C	C		DAL	No Service Available	
STOCKTON, CALIF.	SCK	PC.	Howard 4-2440	3.	200	C	C		SFO	.80	1.85
		UA.	Howard 6-9755	9.	300	C	C		SFO	.80	1.85
STUART, FLA.	SUA	HD (Demand Service)	933	1	6000					No Service Available	
STUTTGART, ARL.	SOT	WA	2-6200	150	3				MDH	No Service Available	
SUDSBURY, ONT.	YSB	TC.	Osborne 4-2448	22.	200	C	C		C	.50	1.00
SUPERIOR, WISC.	---	See Duluth.									
SWIFT CURRENT, SASK.	YTN	TC.	2945	3.	200	C	C		C	.70	.75
STONEY, N.S.	YXT	TC.	4546	13,22	200	C	C		C	.50	1.00
STRACOE, N.Y.	STR	EA.	Glenview 4-2423	9,5	500	C	C		C	.45	1.25
		EA.	7,19	200	C	C	C		C	.45	1.25
		MO.	54-3251	9,3	200	C	C		C	.45	1.25
TACOMA, WASH.	SEA	WA.	Broadway 2-5188	6.	200	C	C		AC	.65	1.75
TALLAHASSEE, FLA.	TLE	EA.	3-2800	19,9	200	A	A		PFH	.50	1.50
		CA.	2-4410	9,17	200	A	A		PFH	.50	1.50
TAMPA, FLA.	TPA	EA.	Redwood 6-2461	8,7,19,9,52,10	200	A	A		AC	.75	1.50
		DL.		5.	300	A	A		AC	.75	1.50
		NA.	Redwood 6-9833	9,5,6,17	400	A	A		AC	.75	1.50
		NE.	RE 6-2987	6,22	200	A	A		AC	.75	1.50
		HW.		10,6	200				AC	.75	1.50
		RD.	Redwood 6-1351	1.	6000	A	A		AC	.75	1.50
		TC.	Enterprise 5-7611	13,7	200	A	A		AC	.75	1.50
		TV.	Redwood 6-4108	7.	250	A	A		AC	.75	1.50
		AS.	HE-5-2151	1.	200	A	A		AC	.75	1.50
TEMPLE, TEX.	TPL	CO.	PR 3-5222	3,9	200	C	C		SAT	.55	1.35
		TT.	PR 8-2777	3.	150	A	C		SAT	.55	1.35
		CP.	152	3.	200	C	C			.25	.60
TERRACE, B.C.	YXT	LC	L-6159	10.	200	A	C		XVY	No Service Available	
TERRE HAUTE, IND.	HTV	TV.	Lincoln 1234	18.	200	A	C		XVY	No Service Available	
TEXASBORO, N.J.	TXB	NY.		19.	200	A	C		IGA	No Service Available	
TEXARKANA, ARL.	TEX	BN.	2-6542	3.	200	C	C		DAL	.50	1.10
		TT.	2-4517	3.	150	C	C		DAL	.50	1.10
THIEF RIVER FALLS, MINN.	TVY	NO.	Mirlock 1-1233	3.	200	C	A			No Service Available	
TIPPECANOE, IND.	YTS	TC.	1440	22.	200	C	C		C	.55	1.25
TOLEDO, OHIO	TOL	CA.	Holland HU 7-121	3.	150	C	C		G	.45	1.50
		DL.	Holland 7-2369	9,3	200	C	A		C	.45	1.50
		EA.	Holland 7-2311	9,7,10	200	C	A		C	.45	1.50
		FT.	Cherry 4-4276	Served Through Detroit Mich.						.45	1.35
		LC	UNHolland 15-2338	3.	200	C	A		C	.45	1.35
		TV.	Cherry 4-4343	3,19	250	C	A		C	.45	1.50
		UA.	University 5-5261	9,6	400	C	C		C	.45	1.50
TONOPAH, NEV.	TNP	BL.	742	3.	200	C	A		SPO	No Service Available	
TOPERA, KAN.	TOP	CO.	Central 3-2307	3.	200	A	A		MEC	.55	1.25
		CH.	Central 3-9571	3.	200	A	A		MEC	.55	1.25
TORONTO, ONT.	YTO	AP.	Empire 8-4365	9,5	400	A	AC		AC	.45	1.10
		CP.	Butler 6-3601	14A	500	A	AC		AC	.45	1.10
		TC.	Empire 6-9471	12,13,7,22	200	A	A		AC	.45	1.50
TRAIL, B.C.	---	See Castlegar.	1388	9	200	C	C		C	.75	.75
TRAVENSE CITY, MICH.	TYC	CA.	Winson 7-9955	3,4	150	A	A		MEC	No Service Available	
TRENTON, N.J.	TTN	AL.	Tuxedo 2-4100	3.	150	C	A		FWL	.55	1.10
		NY (Service Suspended).									
TUSCON, ARIZ.	TOS	AA.	Main 3-4911	5,10	600	A	A		DUG	.78	1.50
		FL.	Main 3-0671	3.	200	A	A		DUG	.78	1.50
		TV.	Main 3-5438	8.	250	A	A		DUG	.78	1.50
TULSA, OKLA.	TUL	AA.	Temple 8-3361	9,5,10,52	400	A	A		MEC	.50	1.25
		BN.	Temple 5-1561	9,3	200	A	A		MEC	.50	1.25
		CO.	Temple 5-7677	9,3,5	200	A	A		MEC	.50	1.25
		CH.	Temple 5-9521	3.	200	A	A		MEC	.50	1.25
		TV.	Utter-4-6127	8.	250	A	A		MEC	.50	1.25
TUPLO, MISS.	TUP	SO.	Vineyard 2-5055	3.	100	C	A			.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	FL 2-3541	3.	100	C	A			.50	1.20
TUSCUMBIA, ALA.	TMB	See Sheffield, Ala.									
TWIN FALLS, IDA.	TWF	WA.	Redwood 3-7733	3.	200	C	C		GEO	.50	1.00
		WC.	Redwood 3-6721	3.	150	C	C		GEO	.50	1.00
TYLER, TEX.	TYR	TT.	4-9379	3.	150	C	A		DAL	.60	1.25
UNIAN, CALIF.	UKY	PC.	Homestead 2-3742	3.	200	C	C			No Service Available	
UNIVERSITY, OXFORD, MISS.	UKX	SO.	2498	3.	100					No Service Available	
URBANA, ILL.	UOL	See Champaign, Ill.									
UTICA, N.Y.	UCA	NY.	6-9375	9,3	200	C	C		C	.70	1.10
VAL D'OR, QUE.	YVO	TC.		22.	200	C	C		C	.70	1.00
VALDOSTA, GA.	VLD	NA.	Cherry 2-4862	17.	100	C	C		JAX	.60	1.35
		SO.	CH 2-8945	3.	100	C	C		JAX	.60	1.35
VALENTINE, NEB.	VTN	FL.	82.	3.	200				OMA	No Service Available	
VANCOUVER, B.C.	YVR	TC.	Talbot 6301	12,13,3,7,22	200	C	C		C	.35	.85
		UA.	Crestwood 8-2177	9,10,6	300	C	C		C	.45	.85
		CP.	Mitral 3-9211	3,6,9,14A	500	C	AC		C	.35	.85
VENTURA, CALIF.	OKR	See Oxnard, Calif.									
VERMILION, ILL.	VIL	FL.	973	3.	200	C	A		DEM	No Service Available	
VERO BEACH, FLA.	VVB	EA.	2344	19.	200	A	A		FDI	.75	.75
VICKSBURG, MISS.	VKS	SO.	590	3.	100	C	C		C	.75	1.20
VICTORIA, B.C.	YTY	TC.	2-5147	3.	200	C	C		C	.35	.75
VICTORIA, TEX.	AOE	TT.	HT 5-2341	3.	150	C			SAT	No Service Available	

# U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIERS	AIR FREIGHT TELEPHONE	AIRCRAFT AND MAXIMUM SIZE	Maximum Weight	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
										Per 100 Lb.	Minimum
VIRGINIA BEACH, VA.	ORF	PI.	UL 5-4761	3	200	C	C	LAX	G	No Service Available	
VISALIA, CALIF.	VIS	UA.	Redwood 4-9293	9	200	C	C	DAL	G	.55	1.25
WACO, TEX.	ACT	BR.	FL 4-3561	9	200	C	A	DAL	G	.55	1.25
WALLA WALLA, WASH.	AIW	UA.	Plymouth 4-4618	9	200	A	A	ORF	G	.75	1.35
WARREN, OHIO	—	WC.	Jackson 5-5860	3	150	A	A	ORF	G	.75	1.35
WARREN, OHIO	—	—	Served Through Youngstown, Ohio								
WARMICK, VA.	PMF	—	See Newport News								
WASHINGTON, D.C.	DCA	AA.	Executive 3-6660	9,5,15	6000	A	A	AC	G	.65	1.50
		AL.	District 7-9660	3,19	150	A	A	AC	G	.65	1.50
		AX-(Service Suspended)									
		BN.	Sterling 3-6280	5,10,9	500	A	A	AC	G	.65	1.50
		CA.	Sterling 3-300	3,4,8,22	250	A	A	AC	G	.65	1.50
		CO.	District 7-9660	9,10,8	300	A	A	AC	G	.65	1.50
		EA.	SE 7-6880	10,8,6,7,19,52	300	A	A	AC	G	.65	1.50
		NA.	District 7-8905	9,5,6,10	400	A	A	AC	G	.65	1.50
		NE.	Sterling 3-3931	6,22	200	A	A	AC	G	.65	1.50
		NW.	Sterling 3-9014	11,10,6	500	A	A	AC	G	.65	1.50
		PA.	Republic 7-5700		400	A	A	AC	G	.65	1.50
		PT.	District 7-1800	3	100	A	A	AC	G	.65	1.50
		RD.	Served Through Baltimore, Md.								
		TV.	Sterling 3-4221	8,7,19	400	A	A	AC	G	.65	1.50
		UA.	Sterling 3-0895	9,10,6,5	300	A	A	AC	G	.65	1.50
WATERLOO, IOWA	ALO	BN.	AD 4-6835	9,3	200	C	C	PIA	G	.55	1.25
		CE.	Albany 2-0042	3	200	C	C	PIA	G	.55	1.25
WATERTOWN, N.Y.	ART	EA.	Thompson 6-3111	19	200	C	C	A	G	.45	.85
		MO.	Thompson 6-2020	9,3	200	C	C	A	G	.45	.85
WATERTOWN, S.D.	ATY	NO.	Turner 6-5279	3	200	A	C	MSP	G	No Service Available	
WATERVILLE, ME.	WTL	CE.	Trinity 7-2133	3	200	C	C	BSR	G	.35	.75
WATSON LAKE, Y.T.	YGF	CP.	1-3,6,9	3	200	C	C				
WAUSAU, WIS.	AIW	NO.	2-2096	3,9	200	C	C			No Service Available	
WAYCROSS, GA.	AYS	EA.	3400	19	200	C	A	JAX	G	No Service Available	
WEAVER, WASH.	EAT	WC.	Normandy 2-2651	3	150	C	A	SEA	G	No Service Available	
WEST HELENA, ARK.	HEX	—	See Helena, Ark.								
WEST PALM BEACH, FLA.	PMI	EA.	Overland 3-9936	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		HA.	Temple 3-7275	9,17	200	A	A	AC	G	.40	1.35
		HD.	Temple 3-2548	1,15	6000	A	A	AC	G	.40	1.35
WESTFIELD, MASS.	BAF	—	See Springfield, Mass.								
WHEELING, W.VA.	HLG	CA.	Wooddale 964	3,19	150	C	C	FTT	G	.50	1.10
		TV.	Wooddale 3308	19	250	C	C	FTT	G	.50	1.10
		CP.	CEAR 3-0220	11	600	A	C	C	G	.50	1.10
WHITEHORSE, Y.T.	YTY	CP.	2211	3,6,9	500	C	C				
WHITE PLAINS, N.Y.	HPN	MD.	8-5955	20	200	C	C	IGA	G	.60	1.20
		NY.	ST 6-7341		200	C	C	IGA	G	.60	1.20
WHITE RIVER JCT., VT.	LEB	NE.	LEB 1040	3	200	C	C	BTW	G	No Service Available	
WICHITA, KAN.	ICT	BN.	WH-3-3284	9,1,15	2000	A	A	MKC	G	.60	1.20
		CO.	WH-3-6241	22	200	A	A	MKC	G	.60	1.20
		CH.	Whitehall 3-3275	3	200	A	A	MKC	G	.60	1.20
		CE.	WH-3-4191	3	200	A	A	MKC	G	.60	1.20
		TV.	Amherst 3-9613	8,19	400	A	A	MKC	G	.60	1.20
WICHITA FALLS, TEX.	SRS	BN.	322-4520	9,3	200	A	A	DAL	G	.75	1.50
		CO.	2-6126	9,3	200	A	A	DAL	G	.75	1.50
WILKES-BARRE, PA.	AVP	AA.	Olympic 4-6708	9	250	C	C	PHL	G	.65	1.50
		AL.	Olympic 5-1772	3,19	150	C	C	PHL	G	.65	1.50
		EA.	Olympic 4-4649	19	200	C	C	PHL	G	.65	1.50
		CP.	Olympic 5-1171	19	250	C	C	PHL	G	.65	1.50
WILLIAMS LAKE, B.C.	TYL	TV.	8-8605	3,19	150	A	C	FTT	G	.60	1.30
WILLIAMSPORT, PA.	IPT	AL.	8-8605	3,19	150	A	C	FTT	G	.60	1.30
		CA.	8-8605	3	150	A	C	FTT	G	.60	1.30
		TV.	8-8605	3	150	A	C	FTT	G	.60	1.30
WILLISTON, N.D.	IGN	LE.	Greenfield 3-6019	20	200	A	A	ORF	G	No Service Available	
WILMINGTON, CALIF.	WCM	IL.	East 8-4191	9	250	A	A	LAX	G	.65	1.55
WILMINGTON, DEL.	ILG	AL.	East 8-3190	3	150	A	A	C	G	.65	1.55
		EA.	EA-8-5671	19	200	A	A	C	G	.65	1.55
WILMINGTON, N.C.	IMN	NA.	Roger 3-6232	9	200	A	C	C	G	.55	1.50
WINDSOR, ONT.	YGO	FL.	Wilder 3-1606	3	100	A	C	C	G	.55	1.50
		TC.	Woodward 5-1000	Served Through Detroit, Mich.						No Service Available	
WINNIPEG, MAN.	TWG	CP.	Clearwater 4-1111	22	200	C	C	C	G	.50	1.00
		TC.	Whitehall 3-8421	14A	500	C	AC	C	G	.35	.75
		TC.	92-9361	12,13,3,22	200	C	C	C	G	.35	.75
		WA.	67921	4,6	200	C	C	C	G	.35	.75
WINONA, MINN.	OMA	NO.	8-2144	3	200	C	C			No Service Available	
WINSLOW, ARIZ.	INW	FL.	911	3	200	C	C	DUD	G	No Service Available	
WINSTON-SALEM, N.C.	INT	CA.	4-9382	3,22	150	A	A	C	G	.55	1.10
		EA.	PA-6071	19	200	A	A	C	G	.55	1.10
		FL.	Park 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WIS.	STE	—	See Stevens Point, Wisc.								
WOLF POINT, MONT.	OLP	FL.	666	3	200	C	A	OTF	G	No Service Available	
WOONSOCKET, R.I.	SPZ	NE.	Poplar 2-6230	9,3	200	C	C	PVD	G	No Service Available	
WORCESTER, MASS.	ORH	MO.	Pleasant 7-5367	9,3	200	A	C	C	G	.45	1.45
		NE.	Swift 9-4431	3	200	A	C	C	G	.45	1.45
WORLD, WYO.	WRL	FL.	Fireline 7-2142	3	200	C	C	OTF	G	No Service Available	
WORTHINGTON, MINN.	OTG	NO.	3-6655	3	200	C	C			No Service Available	
YAKIMA, WASH.	YEM	BN.	Glencourt 3-9934	4	200	A	A	SEA	G	.75	1.50
		WC.	Chestnut 8-3100	3	150	A	A	SEA	G	.75	1.50
YAKUTAT, ALASKA	YAK	PA.	4	16	200					.60	1.00
YAKUTON, S.D.	YEN	NO.	North 5-7109	3	200	C	C			No Service Available	
YAKMOUTH, N.S.	YGI	TC.	1287	22	200	C	C			.35	.75
YORKTON, SASK.	YGV	TC.	34611	3	200	C	C	C	G	.35	.75
YOUNGSTOWN, OHIO	YNO	CA.	Liberty 5-9413	3,4	250	A	C	CAK	G	.50	1.60
		LC.	Liberty 5-3174	3	200	A	C	CAK	G	.50	1.60
		UA.	Liberty 5-9744	6,9	300	A	C	CAK	G	.50	1.60
TUBA CITY, CALIF.	TYT	—	See Yargerville, Calif.								
TUBA, ARIZ.	YUM	EL.	Street 2-1871	3	200	C	C	SAM	G	.45	.85
YOUNGSTOWN, OHIO	YNO	LC.	Oldstone 2-7561	3	200	C	C			.45	.85



## EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
Chinchillas.....	All points.....	Frontier....	Applies to Air Freight only; does not apply to Air Express.
Dogs.....	All points.....	Bonanza....	Applies to Air Express and Air Freight (Dogs will be carried as excess baggage only).
Flowers.....	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N.C., via Knoxville only.....	Capital.....	.....
Live-Animals.....	All points.....	Bonanza....	Applies to Air Freight, Air Express on F-27A equipment only.
		Trans. Texas	TTA applies to excess baggage and Air Express, effective June 1, thru October 1.
Live-Animals.....	Through Chicago.....	Ozark.....	.....
Meat, Meat Products.....	Off Line points within Mexico.....	AA.....	.....
Poultry.....	All points.....	Ozark.....	Applies to Air Express and Air Freight.
Rodents.....	All points.....	Pacific....	Applies to Air Freight and Air Express.
Shipments of Metallic Mercury or Manufactured Articles, apparatus, etc., Containing Metallic Mercury.....	All points.....	North Central...	.....
	All points.....	Northwest...	.....

### EXPLANATION OF CODES AND SYMBOLS

X -Daily  
 A -Weekdays (Monday through Saturday)  
 ① -Monday  
 ② -Tuesday  
 ③ -Wednesday  
 ④ -Thursday  
 ⑤ -Friday  
 ⑥ -Saturday  
 ⑦ -Sunday  
 Ex-Except

P -Combination Passenger/Cargo  
     Flights with Max. Cargo capacity.  
 Ar-Arrival  
 Lv-Departure  
 f -Optional Landing (flag stop)  
 X -Technical Landing  
 ■ -Service Temporarily Suspended

## AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;  
 the airline's inter-city rate;  
 the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NETA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

## 2.

## 2.

Aircraft	Chart No.	Page No.
Douglas DC-6B (combination).....	6	G-22
Douglas DC-7, DC-7B, DC-7C (comb.).....	10	G-22
Fairchild F-27 see DC-3.....	3	G-23
Lockheed Constellation (combination).....	8	G-24
Lockheed Constellation Speedpak (All-Cr.).....	16	G-24
Lockheed Electra.....	52	G-24
Lockheed Lodestar (combination).....	17	G-24
Lockheed Super Constellation (comb.).....	7, 7A	G-24
Lockheed Super Constellation (All Cargo).....	23	G-23
Lockheed Constellation 049.....	8A	G-24
Martin (combination).....	19	G-25
Sikorsky S-55 (combination).....	20	G-25
Smith Curtiss Commuter.....	18	Use
	Convair	Chart 9.
Vickers Viscount (combination).....	22, 22A	G-25
Vertol 44 S-58.....	21	G-25

50A

BOEING 707

FIRST DIMENSION (LENGTH) IS FOUND AT THE  
INTERSECTION OF THE OTHER TWO COLUMNS

Applicable To AA

THIRD DIMENSION (HEIGHT) - INCHES

69	81																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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14-A BRISTOL BRITANNIA										
HEIGHT IN INCHES										
	11	17	20	23	25	27	30			
5	161	161	161	161	151	138	129			
7	155	155	154	153	144	133	125			
9	150	150	146	145	137	128	121			
11	145	145	142	139	132	124	117			
13	140	140	136	133	126	120	114			
15	135	135	132	128	121	116	110			
17	132	132	128	123	117	112	106			
19	128	128	123	118	114	108	102			
21	124	124	119	115	109	104	98			
22	120	120	115	111	106	100	95			
24	116	116	112	107	101	97	91			
26	113	113	107	103	97	93	87			
28	108	108	103	99	94	89	82			
30	104	104	99	96	90	85	78			
32	100	100	96	91	86	81	75			
34	96	96	92	88	82	78	71			
36	93	93	88	84	78	74	68			
38	89	89	84	79	75	70	64			
40	85	85	80	76	71	66	61			
41	81	80	76	72	67	62	58			
43	77	76	72	68	63	58	56			
45	75	72	68	64	59	56	54			

Find length at intersection of height and width.

# AIRCRAFT CHARTS

13

## CANADAIR NORTH STAR (COMBINATION)

WIDTH (IN INCHES)	HEIGHT (IN INCHES)																			
	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
2	124	124	124	122	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47
4	124	124	124	122	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47
6	124	124	124	122	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47
8	124	122	122	120	120	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47
10	124	122	122	120	120	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47
12	122	120	118	116	114	112	110	108	104	100	96	94	92	86	47	47	47	47	47	47
14	122	120	118	116	114	112	110	108	104	100	96	94	92	86	47	47	47	47	47	47
16	120	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47
18	120	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47
24	112	110	108	108	100	96	92	86	80	72	62	56	54	52	47	47	47	47	47	47
26	112	110	108	108	100	96	92	86	80	72	62	56	54	52	47	47	47	47	47	47
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34					
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34					
34	104	92	68	80	76	74	72	66	62	60	56	52	44	38	34					
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32					
37	76	74	72	66	64	62	62	60	58	52	48	40	34	32						

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

## 12 CANADAIR NORTH STAR (ALL-CARGO)

WIDTH (IN INCHES)	HEIGHT (IN INCHES)											
	30	40	62	67	68	69	70	71	71½			
1	372	372	312	251	239	227	209	190	166			
2	372	372	290	238	226	215	199	183	158			
3	372	350	269	227	215	205	190	175	151			
4	372	330	255	216	205	196	181	168	146			
5	372	310	243	205	195	189	174	161	143			
6	372	293	231	196	187	181	167	155	140			
7	352	280	220	188	180	174	160	149	122			
8	332	266	210	180	173	167	154	144	104			
9	313	255	201	173	167	162	147	140	96			
10	295	244	192	167	162	155	140	137	91			
11	278	235	185	161	157	150	135	133	88			
12	262	225	179	157	152	145	130	130				
13	249	217	173	152	146	140	124	115				
14	236	208	167	147	141	135	119	107				
15	226	200	162	143	136	130	114	100				
16	216	193	151	138	132	125	109	95				
17	206	186	151	134	128	121	105	89				
18	198	180	147	130	123	117	101					
19	190	174	142	125	119	113	98					
20	183	168	138	122	115	109	94					
21	175	163	134	118	111	105	90					
22	169	158	130	114	107	102						
23	163	153	127	111	104	99						
24	158	148	124	108	101	96						
25	153	144	121	105	98	92						
26	149	139	117	102	95							
27	144	135	114	100								
28	139	131	111	98								
29	135	127	108									
30	132	124	103									
31	128	120	102									
32	124	117	100									
33	121	113										
34	117	110										
35	114	107										

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

## 1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)  
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	HEIGHT (IN INCHES)					
	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
75	110	110	110	102	68	
78	102	102	102	94	61	
81	90	90	90	84	54	
84	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51

## DE HAVILLAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	HEIGHT (IN INCHES)									
	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	78
15	78	78	78	78	78	78	78	78	78	78
16	78	78	78	78	78	78	78	78	78	78
17	78	78	78	78	78	78	78	78	78	78
18	78	78	78	78	78	78	78	78	78	78
19	78	78	78	78	78	78	78	78	78	78
20	78	78	78	78	78	78	78	78	78	78
22	78	78	78	78	78	78	78	78	78	78
24	78	78	78	78	78	78	78	78	78	78
26	78	78	78	78	78	78	78	78	78	78
28	78	78	78	78	78	78	78	78	78	78
30	78	78	78	78	78	78	78	78	78	78

FIND THIRD DIMENSION (in inches) At Intersection of First & Second Dimensions

## 1-A CURTISS C-46 (All-Cargo) (SUPER D-46)

Applicable to DL Only

WIDTH	HEIGHT (SMALLER DIMENSION)									
	8	16	24	32	40	48	56	64	72	
14	439	439	439	439	439	439	372	103	103	
22	439	439	439	439	439	439	357	98	98	
30	398	398	398	398	398	398	300	84	84	
38	348	348	348	348	348	348	252	72	72	
46	300	300	300	300	300	300	210	*	*	
54	254	254	254	254	254	254	175	*	*	
62	218	218	218	218	218	218	146	*	*	
70	187	187	187	187	187	187	121	*	*	
78	160	160	160	160	160	160	103	*	*	
86	139	139	139	139	139	139	88	*	*	
94	121	121	121	121	121	121	79	*	*	
102	110	110	110	110	110	110	70	*	*	
110	102	102	102	102	102	102	*	*	*	
118	97	97	97	97	97	97	*	*	*	
120	96	96	96	96	96	96	*	*	*	

NOTE: IF EXACT DIMENSION IS NOT SHOWN, USE NEXT LARGER DIMENSION



## AIRCRAFT CHARTS

## 14 DOUGLAS C-47 (ALL CARGO)

		WIDTH OR HEIGHT (IN INCHES)					WIDTH ONLY (IN INCHES)						
		40	44	48	52	56	60	64	68	72	76	80	84
HEIGHT OR WIDTH (IN INCHES)	2	366	366	366	357	357	357	357	353	189	129	109	101
	4	366	366	366	357	357	357	357	353	189	129	109	101
	6	362	362	357	357	357	357	353	237	161	129	109	97
	12	362	357	357	357	357	353	297	177	129	117	97	85
	18	357	357	357	357	353	325	213	133	117	105	93	81
	20	357	357	357	353	273	253	153	117	105	93	81	
	24	325	309	305	285	253	213	117	109	97	85	81	
	26	273	265	253	237	217	153	109	97	85	81	81	
	32	233	229	217	197	177	121	105	93	81	81	81	
	36	201	197	189	177	153	117	105	89	85	81	81	
	40	177	173	169	157	141	105	105	85	85	81	81	
	44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77			
52	117	117	117	117	109	105	85	81	81	77			
56	97	97	97	97	97	85	69						

FIND LENGTH (IN INCHES) AT INTERSECTION  
OF HEIGHT AND WIDTH

## 9 CONSOLIDATED CONVAIR

Applicable to NA and TW

		FIRST DIMENSION (IN INCHES)									
		5	10	15	20	25	30	35	40	45	
Second Dimension (in Inches)	5	80	80	80	80	80	80	80	80	80	
	10		80	80	80	80	80	80	80	80	
	15			72	75	75	75	75	75	73	
	20				70	70	70	70	70	70	
	25					60	70	70	70	55	
	30							55			

**FIND THIRD DIMENSION (IN INCHES)  
AT INTERSECTION OF FIRST  
AND SECOND DIMENSIONS**

## 9

[illegible]

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS:

**DOUGLAS C-54**

2

HEIGHT OR WIDTH (IN INCHES)HEIGHT OR WIDTH (IN INCHES)

**FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH**

## AIRCRAFT CHARTS

**DOUGLAS DC-4**

**LINE B applies to: NW**

**FIRST DIMENSION (IN INCHES)**

SECOND DIMENSION (IN INCHES)

**FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS**

## 5

**LINE B applies to: BN, DL, KL, NA, SN, SAS**

LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS



# AIRCRAFT CHARTS

6

## DOUGLAS DC-6B

LINE A applies to: AA, CP, WA  
 LINE B applies to: CO, KL, SAS  
 LINE C applies to: LAN, NA, NE, NW, PA, SAB, SR, UA  
 FIRST DIMENSION (IN INCHES)

Line	3	8	12	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	32	34
A	211																			
B	200																			
C	200	200	200	200	184	175	166	156	149	142	137	131	126	120	111	104	100			
A	211	211																		
B	200	200																		
C	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91			
A	211	211	195																	
B	200	200	195																	
C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82			
A	211	193	186	158																
B	190	190	186	158																
C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74			
A	184	168	160	142	127															
B	168	168	160	142	127															
C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67			
A	175	161	144	135	122	121														
B	175	161	144	135	122	121														
C	175	161	144	135	122	121														
A	166	153	139	129	118	116	113													
B	166	153	139	129	118	116	113													
C	166	153	139	129	118	116	113													
A	158	147	135	126	124	114	111	108	105											
B	150	150	135	123	114	111	108	105	101											
C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60			
A	149	141	128	118	109	106	103	101	94											
B	149	141	128	118	109	106	103	101	94											
C	149	141	128	118	109	106	103	101	94											
A	142	135	123	113	104	101	99	97	92	90										
B	142	135	123	113	104	101	99	97	92	90										
C	142	135	123	113	104	101	99	97	92	90										
A	137	128	117	109	101	96	95	94	90	87	84									
B	124	124	116	108	99	96	95	94	90	89	89									
C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54			
A	131	121	113	106	96	95	92	91	88	85	82	78								
B	131	121	113	106	96	95	92	91	88	85	82	78								
C	131	121	113	106	96	95	92	91	88	85	82	78								
A	126	116	108	101	94	91	89	87	84	81	79	76	74							
B	126	116	108	101	94	91	89	87	84	81	79	76	74							
C	126	116	108	101	94	91	89	87	84	81	79	76	74							
A	120	112	104	97	91	88	86	84	81	78	76	74	72	70						
B	112	112	104	96	91	89	87	85	83	80	78	76	74	72	70					
C	112	112	104	96	91	89	87	85	83	80	78	76	74	72	70	61	54	46		
A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61					
B	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61					
C	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61					
A	104	102	96	92	85	82	81	79	76	74	72	70	68	66	64	57	53			
B	104	102	96	92	85	82	81	79	76	74	72	70	68	66	64	57	53			
C	104	102	96	92	85	82	81	79	76	74	72	70	68	66	64	57	53			
A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	63	49	43			
B	100	99	95	89	82	79	78	77	74	72	70	69	66	64	63	49	43			
C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	63	49	43			
A	88	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39			
B	88	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39			
C	88	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39			
A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	35			
B	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	35			
C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	35			
A	71	71	71	66	64	62	61	59	58	56	53	50	48	42	38	34				
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	71	71	71	66	64	62	61	59	58	56	53	50	48	42	38	34				
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
B	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
C	69	69	69	64	62	61	59	58	56	53	50	48	42	38	34					
A	69	69	69	64	62	61	59													

# AIRCRAFT CHARTS

## DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:  
Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....23"x28"x44"  
CP.....24"x28"x35"  
LC.....20"x24"x44"  
FL.....36"x44"x86"  
NE, PA & PC. 28"x40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC  
LENGTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64	
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	31	31
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36

FIND HEIGHT (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

15

## DOUGLAS DC-6A (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	623	620	605	583	561	542	521	501	476	449	431	393
9	623	623	623	623	623	623	623	623	618	595	579	564	523	494	477	453	438	417	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	560	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	296	289	282
24	396	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	196	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	126
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	118
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

23

## LOCKHEED SUPER CONSTELLATION (ALL CARGO)

HEIGHT (IN INCHES)

	64	66	68	72	74
3	840	840	696	486	414
6	840	792	624	462	372
9	840	702	534	402	366
12	782	624	498	366	297
15	576	498	396	293	264
24	480	402	318	246	228
30	390	327	270	216	198
36	324	276	231	189	162
48	240	210	176	144	132
60	186	165	138	110	108
72	141	117	110		
84	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

# AIRCRAFT CHARTS

## 7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

Not applicable to TC (See Chart 7-A).

		FIRST DIMENSION (IN INCHES)																			
		2	12	13	18	18	21	24	26	28	29	30	30	40							
SECOND DIMENSION (IN INCHES)																					
		2	12	13	18	18	21	24	26	28	29	30	30	40							
2	312	300	300	300	300	300	300	300	300	300	300	300	300	300	123	100	100	100	100		
3	312	300	266	220	220	200	200	200	200	200	200	200	200	200	111	100	100	100	100		
4	300	300	200	200	200	200	200	200	200	200	200	200	200	200	111	100	100	100	100		
6	300	202	170	170	170	170	170	170	170	170	170	170	170	170	101	100	100	100	100		
8	300	177	152	152	152	152	152	152	152	152	152	152	152	152	100	100	100	100	100		
9	300	158	137	137	137	137	137	137	137	137	137	137	137	137	100	100	100	100	100		
10	300	158	137	137	137	137	137	137	137	137	137	137	137	137	100	100	100	100	100		
12	300	142	128	124	124	124	124	124	124	124	124	124	124	124	100	100	100	100	100		
13	300	128	114	114	114	114	114	114	114	114	114	114	114	114	100	100	100	100	100		
14	300	128	114	114	114	114	114	114	114	114	114	114	114	114	100	100	100	100	100		
15	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
16	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
17	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
18	300	125	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
19	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
20	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
21	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
22	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
23	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
24	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
25	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
26	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
28	300	124	114	108	108	108	108	108	108	108	108	108	108	108	100	100	100	100	100		
30	100	100	100	100	100	100	60	42	29	29	29	29	29	29	29	29	29	29	29		
32	100	100	100	100	100	100	60	39													
40	100	100	100	100	100	100	60														

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 52 LOCKHEED ELECTRA

### PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	FIRST DIMENSION (IN INCHES)																			
	27	26	24	22	20	18	16	14	12	10	8	6	4	2	1	1	1	1	1	1
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44			
26	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46				
24	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50				
22	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51				
20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61			
18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69			
16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72		
14	165	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75	
12	165	165	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80			
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80			
5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51				

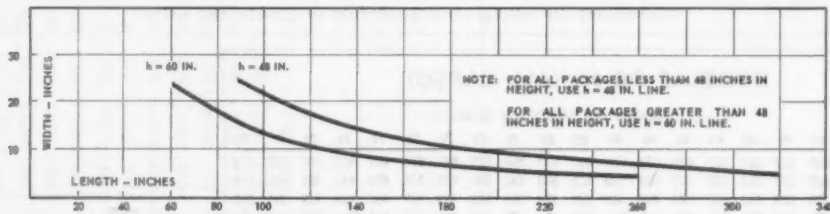
## 16 LOCKHEED CONSTELLATION SPEEDPAK

		FIRST DIMENSION (IN INCHES)																		
		8	9	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	80
SECOND DIMENSION (IN INCHES)	8	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	9	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	20	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	22	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
	24	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
26	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
28	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
30	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
32	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
34	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
36	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
38	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
40	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

8A

## LOCKHEED O49 CARGO Maximum Package Size Chart AFT CABIN DOOR



## LOCKHEED SUPER CONSTELLATION (COMBINATION)

7A

Applicable only to TC  
(See Chart 7 for other Carriers)  
HEIGHT (IN INCHES)

		FIRST DIMENSION (IN INCHES)																	
		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	
WIDTH (IN INCHES)	2	312	240	182	162	148	139	128	117	83	77	71	65	59	54	49	44	39	
	4	310	210	182	162	148	139	128	117	81	75	68	63	58	52	47	42		
	6	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42		
	8	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42		
	10	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42		
	12	310	218	182	162	148	139	128	117	81	75	68	63	58	52	47	42		
	14	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41		
	16	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41		
	18	270	218	166	152	141	132	123	115	77	71	65	60	55	50	45	41		
	20	204	166	156	145	136	127	118	107	77	71	65	60	55	50	45	41		
22	195	166	156	145	136	127	118	107	72	62	57	52	48	45	42				
24	195	166	156	145	136	127	118	107	72	62	57	52	48	45	42				
26	165	156	146	136	130	122	115	105	72	62	57	52	48	45	42				
28	165	156	146	136	130	122	115	105	72	62	57	52	48	45	42				
30	96	90	85	80	74	72	72	72	72	57	57	29	29	29	29	29			
32	87	80	75	72	72	72	72	72	72	57	57	29	29	29	29	29			
34	87	80	75	72	72	72	72	72	72	57	57	29	29	29	29	29			
36	72	72	72	72	72	72	72	72	72	51	29	29	29	29	29	29			
38	72	72	72	72	72	72	72	72	72	51	29	29	29	29	29	29			
40	72	72	72	72	72	72	72	72											



# AIRCRAFT CHARTS

## 19 MARTIN

LINE A applies to: EA  
LINE B applies to: DL, TW  
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

Line	3	6	9	12	15	18	20	30	40	50	63
A	136	136	136	136	136	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	74	74	74	74
B	70	70	70	70	70	70	70	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	136	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	34	34	34	34
A	74	74	74	74	74	74	74	69	69	69	69
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	24	24	24	24
A	74	74	74	74	74	74	74	56	56	44	44
B	70	70	70	70	56	56	56	56	56	40	40
C	56	56	56	56	56	56	56	24	24	24	24
A	74	74	74	74	74	74	74	56	56	—	—
B	70	70	70	70	56	56	56	56	56	—	—
C	56	56	56	56	56	56	56	24	24	24	24
A	74	74	74	74	—	—	—	—	—	—	—
B	70	70	70	70	—	—	—	—	—	—	—
C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 22

### VISCOUNT

Not Applicable to TC

FIRST DIMENSION (IN INCHES)

	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
10	46	46	46	46	46	37	37	35	35	18	18	18	18	18	18	18	18	18
12	46	46	46	46	46	36	36	35	35	18	18	18	18	18	18	18	18	18
14	46	46	46	46	46	35	35	35	35	18	18	18	18	18	18	18	18	18
16	46	45	45	45	45	35	35	35	35	18	18	18	18	18	18	18	18	18
18	46	40	40	40	40	35	35	35	35	18	18	18	18	18	18	18	18	18
20	46	36	36	36	31	18	18	18	18	18	18	18	18	18	18	18	18	15
22	46	36	33	29	21	18	18	18	18	18	18	18	18	18	15	15	15	15
24	46	36	30	27	21	18	18	18	18	18	18	18	18	18	15	15	15	15
26	46	36	28	24	21	18	18	18	18	18	18	18	18	18	15	15	15	15
28	46	36	26	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18
30	46	36	24	21	21	18	18	18	18	18	18	18	18	18	18	18	18	18
32	46	31	23	21	19	18	18	18	18	15	15	15	15	15	15	15	15	15
34	46	31	21	21	18	18	18	18	18	15	15	15	15	15	15	15	15	15
36	35	31	20	20	18	16	16	16	15	12	12	12	12	12	12	12	12	12
38	35	19	19	19	18	15	15	15	15	15	15	15	15	15	15	15	15	15

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

## 17 LOCKHEED LODESTAR

MAXIMUM DIMENSIONS:

24 IN. x 20 IN. x 34 IN.

## 18 SMITH CURTISS COMMUTER

(Use Convair Chart No. 9, Page G-21)

## 21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

## 20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

## 22A

### VICKERS VISCOUNT

Applicable Only To TC

	50	52	54	56	58	60	65	70	75	80	85	90	95	100
8	36	36	36	36	36	36	20	20	18	18	18	18	18	18
10	35	35	35	35	35	20	20	20	18	18	18	18	18	18
12	35	35	35	35	20	20	20	20	18	18	18	18	18	17
14	35	35	35	20	20	20	20	19	18	18	18	18	17	17
16	34	34	20	20	20	20	20	19	18	18	18	17	17	17
18	33	20	20	20	20	20	20	19	18	17	17	17	17	17
20	32	20	20	20	20	20	19	19	17	17	17	17	16	16
22	30	20	20	19	19	19	19	18	17	17	16	16	15	15
24	27	19	19	19	19	19	19	18	17	16	15	15	15	15
26	25	19	19	19	19	19	18	17	16	15	15	15	15	15
28	21	19	19	18	18	18	18	16	15	15	15	15	15	15
30	19	19	19	18	18	18	18	15	15	15	15	15	15	15
32	18	18	18	18	18	18	17	15	15	15	15	15	15	15
34	18	18	18	17	17	17	17	15	15	15	15	15	15	15
36	17	17	17	17	17	17	17	15	15	15	15	15	15	15
38	15	15	15	15	15	15	15	15	15	15	15	15	15	15

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.  
AC-Accepted on ALL-CARGO aircraft only.  
N-Not accepted.  
E-Air Express only.  
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CD	CN	CPA(4)	DL	EA	FL
Animals, live . . . . .	AC(2-6)	A(2)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2-6)	N	A(2)
EXCEPTIONS											
Alligators . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	AC(2-6)	N	N	N
Alligators, baby . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	AC(2-6)	N	N	N
Animals, in excess of 200 lbs . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	A(2,57)	AC(2-6)	N	A(2-6)
Apes . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bears, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Bears, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Bees . . . . .	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(17,57)	A(2)	N	A(2)
Birds . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(57)	AC(2)	N	A(2)
EXCEPTIONS											
Birds, small . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Camarines . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Parakeets . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Parrots . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Cats . . . . .	AC(2-51)	N	A(2)	AC(2)	AC(2)	A(12)	N	A(2,57)	AC(2)	N	A(2)
Chimpanzees . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	N	A(2)
Chinchillas . . . . .	AC(2)	N	A(2)	N	AC(2)	58	N	A(2,57)	AC(2)	N	N
Dogs . . . . .	AC(2-51)	N	A(2-13-15)	AC(2)	AC(2)	A(12)	N	A(2,57)	AC(2)	N	A(2)
Elephants . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Fish . . . . .	A(2)	A(2-16)	A(2-16)	AC(2-16)	AC(2)	A(2-25-40)	N	A(2,16,57)	A(2)	A(16)	A(2-16)
EXCEPTIONS											
Clams . . . . .	A(2)	A(2-16)	A(16)	A(2-16)	AC	A(2-25-40)	N	A(2,16,57)	A(2)	A(16)	A(2-16)
Goldfish . . . . .	A(2)	A(2-16)	A(2-16)	A(23)	AC(2)	N	N	A(16a,57)	A(2)	A(23)	A(2-16)
Lobsters . . . . .	A(16b)	A(2-16)	A(16b)	A(16b)	N	A(25-16b)	N	A(16b,57)	A(16b)	A(16b)	A(16b)
Shellfish . . . . .	A(2)	A(2-16)	A(16)	A(2-16)	AC(2)	A(2-25)	N	A(2,16,57)	A(2)	A(16)	A(2-16)
Tropical Fish . . . . .	A(16a)	A(2-16)	N	A(16a)	A(16a)	A(25-16a)	N	A(16a,57)	A(16a)	A(16a)	A(16a)
Foxes . . . . .	AC(2)	A(2-16)	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2)	N	A(2)
Guinea Pigs . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Hamsters . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Hippopotamus . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Horses, race . . . . .	N	N	N	N	N	N	N	N	N	N	N
Insects . . . . .	A(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	A(2)	N	A(2)
Lions, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Lions, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Livestock . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6)
EXCEPTIONS											
Calves . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6)
Cattle, grown . . . . .	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated . . . . .	N	N	N	N	N	N	N	N	N	N	N
Goats . . . . .	AC(2)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
Horses, draft . . . . .	N	N	N	N	N	N	N	N	N	N	N
Sheep . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6)
Swine . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	A(2-6)
Mink . . . . .	AC(2)	N	N	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Monkeys . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2)	N	N
Orangoutangs . . . . .	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	N	N
Pets, small . . . . .	AC(2-6-51)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Poultry . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	N
EXCEPTIONS											
Chicks . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Ducklings . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Geese . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Poultry, baby . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Poult (except turkey) . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	N
Poult, turkey . . . . .	AC(2-36-42)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(14,57)	AC(2)	N	A(14)
Rabbits . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Reptiles . . . . .	AC(2-6)	N	A(2)	N	AC(2)	N	N	N	AC(2-6)	N	N
EXCEPTIONS											
Reptiles, small . . . . .	AC(2)	N	A(2)	N	AC(2)	N	N	A(2,57)	AC(2-6)	N	N
Rodents . . . . .	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
EXCEPTIONS											
Coypu (Nutria) . . . . .	AC(2-6)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Mice . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	N
Rats . . . . .	AC(2)	N	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Skunks, pet . . . . .	AC(2-51)	N	N	AC(2)	AC(2)	A(2-25)	N	A(2,57)	AC(2)	N	A(2)
Snakes, non-poisonous and harmless . . . . .	AC(2-6)	N	A(2)	N	AC(2)	N	N	A(2,57)	AC(2-6)	N	A(2)
Tigers, cub . . . . .	AC(2-6)	N	N	AC(2)	AC(2)	A(2-25)	N	N	AC(2-6)	N	N
Tigers, grown . . . . .	AC(2-6)	N	N	N	N	N	N	N	AC(2-6)	N	N
Wolves . . . . .	AC(2)	N	N	N	N	N	N	N	AC(2-6)	N	N
Worms . . . . .	AC(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-25)	N	A(2,57)	A(2)	A(16)	A(2)

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	FT	LX @	LC @	MO	NA	NE	NO	NW	NY	CE
Animals, live . . . . .	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-55)	A(2-29)	AC(2-36)	A(2-6)	A(2)
EXCEPTIONS										
Alligators . . . . .	A(3)	A(2)	N	N	N	A(3-55)	N	AC(2-36)	A(2)	N
Alligators, baby . . . . .	A(3)	A(2)	N	N	N	A(3-55)	N	A(2-24)	A(2)	N
Animals, in excess of 200 lbs . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Apes . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Bears, cub . . . . .	A(3)	A(2-6)	N	N	N	N	N	A(2-4-34)	A(2-6)	N
Bears, grown . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Bees . . . . .	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-17-54)	A(2)	A(17)
Birds . . . . .	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
EXCEPTIONS										
Birds, small . . . . .	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	N	A(2-54)	A(2)	A(2)
Canaries . . . . .	A(3)	A(2)	A(2-4)	N	A(9-29)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
Parakeets . . . . .	A(3)	A	A(2-4)	N	A(9-29)	A(3-55)	A(2-29)	A(2-54)	A	A(2)
Parrots . . . . .	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
Cats . . . . .	A(3)	A(2)	A(2-4)	A(2-13)	A(9-12)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
Chimpansees . . . . .	A(3)	A(2-6)	N	N	N	A(3-55)	N	AC(2-36)	A(2-6)	N
Chinchillas . . . . .	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-24)	A(2)	A(2)
Dogs . . . . .	A(3)	A(2-6)	A(2-4)	A(2-13)	A(9-12)	A(3-21-55)	A(2-29)	A(2-24)	A(2-6)	A(2)
Elephants . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Fish . . . . .	A(3)	A(2)	A(2-4-16)	N	A(2-16)	A(3-16)	A(2-16-29)	A(2-16-54)	A(2)	A(2-16)
EXCEPTIONS										
Clams . . . . .	A(3)	A	A(16)	A(2)	A(2-16)	A(3)	A(16-29)	A(16b-54)	A	A(16)
Goldfish . . . . .	A(3)	A(2-16)	A(2-4-16)	N	A(2-16)	A(3)	A(2-16-29)	A(16a-54)	A(2-16)	A(2-16)
Lobsters . . . . .	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(3-16b)	A(16b-29)	A(16b-54)	A(16b)	A(16b)
Shellfish . . . . .	A(3)	A(2)	A(16)	N	A(2-16)	A(3)	A(16-29)	A(16b-54)	A(16)	A(16)
Tropical Fish . . . . .	A(3)	A(15a)	N	N	A(16a)	A(3-16a)	N	A(16a-54)	A(16a)	A(16a)
Foxes . . . . .	A(3)	A(2-6)	N	N	A(9-12)	A(3-55)	N	A(2-4-24)	A(2-6)	N
Guinea Pigs . . . . .	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-4-24)	A(2)	A(2)
Hamsters . . . . .	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-4-24)	A(2)	A(2)
Hippopotamus . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Horses, race . . . . .	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Insects . . . . .	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-24)	A(2)	A(4)
Lions, cub . . . . .	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
Lions, grown . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Livestock . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
EXCEPTIONS										
Calves . . . . .	A(3)	A(2)	N	N	N	N	N	AC(2-36)	A(2)	N
Cattle, grown . . . . .	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Cattle, uncrated . . . . .	A(3)	N	N	N	N	N	N	N	N	N
Goats . . . . .	A(3)	A(2-6)	A(2-4)	N	N	N	A(2-29)	AC(2-36)	A(2-6)	A(2)
Horses, draft . . . . .	A(3)	N	N	N	N	N	N	AC(2-36)	N	N
Sheep . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Swine . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Mink . . . . .	A(3)	A(2)	N	N	A(9-12)	A(3-55)	N	A(2-24)	A(2)	A(2)
Monkeys . . . . .	A(2)	A(2-6)	N	N	N	A(3-55)	N	N	A(2-6)	N
Orangoutangs . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Pets, small . . . . .	A(3)	A(2)	A(2-4)	A(2-13)	A(9-12)	A(3-21-55)	A(2-29)	A(2-4-54)	A(2)	A(2)
Poultry . . . . .	A(3-42)	A(2)	A(2-4)	N	N	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2)
EXCEPTIONS										
Chicks . . . . .	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Ducklings . . . . .	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Geese . . . . .	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Poultry, baby . . . . .	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Poult (except turkey) . . . . .	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Poult, turkey . . . . .	A(3)	A(2)	A(2-4)	N	A(9-14)	A(3-55)	A(2-29)	A(2-54)	A(2)	A(2-14)
Rabbits . . . . .	A(3)	A(2)	A(2-4)	N	A(2-9)	A(3-55)	A(2-29)	A(2-4-24)	A(2)	A(2)
Reptiles . . . . .	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2-29)	A(2-4-24)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small . . . . .	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2-29)	A(2-4-24)	A(2-6)	A(2)
Rodents . . . . .	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2-29)	A(2-5-24)	A(2-6)	A(2)
EXCEPTIONS										
Coytu (Nutria) . . . . .	A(3)	A(2-6)	A(2)	N	A(2)	A(3-55)	A(2-29)	A(2-4-24)	A(2-6)	A(2)
Mice . . . . .	A(3)	A(2)	A(2)	N	N	A(3-55)	A(2-29)	A(2-24)	A(2)	A(2)
Rats . . . . .	A(3)	A(2)	A(2)	N	N	A(3-55)	A(2-29)	A(2-24)	A(2)	A(2)
Skunks, pet . . . . .	A(3)	A(2)	N	A(2-13)	A(9-12)	A(3-55)	N	A(2-24)	A(2)	N
Snakes, non-poisonous and harmless . . . . .	A(3)	A(2-6)	A(2-4)	N	N	A(3-55)	A(2-29)	A(2-24)	A(2-6)	N
Tigers, cub . . . . .	A(3)	A(2-6)	N	N	A(9-12)	N	N	AC(2-36)	A(2-6)	N
Tigers, grown . . . . .	A(3)	A(2-6)	N	N	N	N	N	AC(2-36)	A(2-6)	N
Wolves . . . . .	A(3)	A(2-6)	A(2-4)	N	N	N	N	AC(2-36)	A(2-6)	N
Worms . . . . .	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-11)	A(2-29)	A(2-54)	A(2-6)	A(2)



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Animals, live.....	A(2-10)	A(2)	AC(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Alligators.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Alligators, baby.....	A(2-10)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-18-30-40)	N	N
Animals, in excess of 200 lbs	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	A(2-7)	N
Apes.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub.....	A(2-10)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees.....	A(2-10)	A(2)	A(3)	N	A(17-41)	A(3-4)	A(17)	AC(2)	AC(17)	N	N
Birds.....	A(2-10)	A(2)	A(3)	N	A(41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Birds, small.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2)	A(2-7)	A(2)
Canaries.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	E	AC(2)	A(2-30-40-56)	A(2-7)	N
Parakeets.....	A(2-10)	A	A(3)	A-13	A(2-41)	A(3-4)	A	AC	AC(2-44)	A(2-7)	A(2)
Parrots.....	A(2-10)	A(2)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2)	AC(2)	A(2-7)	N
Cats.....	A(2-10)	A(2-13)	A(3)	A-13	A(2-41)	A(3-4)	A(13)	AC(2-58)	A(2-12-30-31)	A(2-4)	A(2)
Chimpanzees.....	A(2-10)	N	A(3)	A(13)	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Chinchillas.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(29)	A(30-40)	A(2)	A(2)
Dogs.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	AC(2-58)	A(2-12-30-31)	A(2-4)	A(2)
Elephants.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish.....	A(2-10)	A(2-16)	A(3)	A(2-16)	A(2-16-41)	A(3-4-16)	N	A(23)	AC(2)	A(16)	N
EXCEPTIONS											
Clams.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-41)	A(3-4-16)	N	A(2)	A(2-16)	A(2)	A(16)
Goldfish.....	A(2-10)	A(2-16)	A(3)	A(2-16a)	A(16a-41)	A(3-4-16)	A(2)	A(23)	A(23-30-40)	A(16)	N
Lobsters.....	A(10-16b)	A(16b)	A(16b)	A(16b)	A(16b-41)	A(3-4-16b)	A(16b)	A(16b)	A(16b)	A(16b)	A(16b)
Shellfish.....	A(2-10)	A(2-16)	A(3)	A(16)	A(2-16-41)	A(3-4-16)	A(2)	A(23)	N	A(16)	A(2-16)
Tropical Fish.....	A(10-16b)	A(16a)	A(16a)	A(2-16a)	A(41-16a)	A(3-4-16a)	A(16a)	A(16a)	A(16a-30-40)	A(16a)	A(16a)
Foxes.....	A(2-10)	A(3)	A(3)	A(3)	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs.....	A(2-10)	A(2)	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Hamsters.....	A(2-10)	A	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
Hippopotamus.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects.....	A(2-10)	A(2)	A(3)	N	A(2-38)	A(3-4)	N	AC(2)	AC(2)	A(2)	A(2)
Lions, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated.....	N	N	N	N	N	N	N	N	N	N	N
Goats.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine.....	A(2-10)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Monkeys.....	A(2-10)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	A(2-39)	N
Orangoutangs.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small.....	A(2-10)	A(2-13)	A(3)	A(13)	A(2-41)	A(3-4)	A(13)	A(2-13-58)	AC(2)	A(2-7)	A(2)
Poultry.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
EXCEPTIONS											
Chicks.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7-14)	A(14)
Ducklings.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Gaslings.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	AC(2)	A(2-7)	N
Poultry, baby.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	E	AC(2)	A(2-14-30-40)	A(2-7)	N
Poultis (except turkey).....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Poultis, turkey.....	A(2-10)	N	A(3)	N	A(14-41)	A(3-4-14)	N	AC(2)	A(2-14-30-40)	A(2-7)	A(14)
Rabbits.....	A(2-10)	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Reptiles.....	A(2-10)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-18-30)	N	A(2)
Rodents.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	A(2)
EXCEPTIONS											
Coypu (Nutria).....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	A(2-30-40-50)	A(2-7)	A(2)
Mice.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	E	AC(2)	AC(2-5)	A(2-7)	A(2)
Rats.....	N	A(2)	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	A(2-7)	N
Skunks, pet.....	A(2-10)	N	A(3)	N	A(2-41)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
Snakes, non-poisonous and harmless.....	A(2-10)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-30-40)	N	A(2)
Tigers, cub.....	A(2-10)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown.....	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves.....	A(2-10)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms.....	A(2-10)	A(2)	A(3)	A(2)	A(2-41)	A(3-4)	N	AC(2)	A(33)	A(2-7)	A(2)

# SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.  
AC-Accepted on ALL-CARGO aircraft only.  
N-Not accepted.  
E-Air Express only.  
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX	LO	MO	NA
Alcoholic Beverages.....	A(20)	A	A	A(19)	N	N	N	A	A(19)	N	A	A	A	N	A(19)
Automobiles, uncrated.....	AC	N	N	AC	N	N	N	AC	N	N	A	N	N	N	N
Eggs, raw poultry.....	A	A	A	A(2)	AC	A	A	A	A(48)	A	A	A(2)	A	A	A
Etiologic Agents.....	A	A	A	A	A	A	N	A	A	A	A	A	A	A	N
Fabrics, in rolls.....	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49)
Flowers, in boxes:															
Not over 36" in length.....	A	A	A	A	A	A	A	A	A(48)	A	A	A	A	A	A
Not over 44" in length.....	A	A	A	A	A	A	A	A(11)	A(48)	A	A	A	A	A	A(9)
Not over 48" in length.....	A	A	N	A	A	A	A	A(11)	A(48)	A	A	A	N	N	A(9)
Not over 60" in length.....	A	A	N	A	A	A(11)	N	AC	A(48)	A	A	A	N	N	N
over 60" in length.....	A	N	N	AC	AC	A(11)	N	AC	A(48)	A	A	A	N	N	N
Food, perishable.....	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fruit: fresh.....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen.....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries.....	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated.....	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
On hangers or racks.....	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	N
Glass, thermo-pane.....	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated.....	A(4-5)	A(4-5)	A(4)	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5-8)	A(4-5)	A	A(5)	A(4-22)	N	A(4-5)
Human Remains, Infant.....	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	AC(5)	A(5)	A(4-5)	A	A(5)	A(4-22)	N	A(4-5)
Liquids in Cans.....	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging.....	N	N	N	AC	AC	N	N	AC	AC(8)	N	A	A	N	N	N
Meat: fresh.....	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen.....	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh.....	A	A(16)	A(16)	A	AC	A	A	A	N	A	A	A	A(16)	N	A
Perishables not in leakproof containers where time is principal factor in shipment..	A	N	N	A	AC	A	N	A	N	A	A	A	N	N	A
Quartz lamps.....	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain.....	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh.....	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A
Frozen.....	A	A	A	A	AC	A	A	A	AC	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages.....	A(19)	E	A	A	A	A	N	A	N	A	A(19)	N	N	A(45)	A	N
Automobiles, uncrated.....	N	N	N	N	N	N	N	N	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry.....	A	N	A(54)	A(2)	A	A	N	A	N	A(38)	A	N	A	A	A(2)	A
Etiologic Agents.....	A	N	A	A	A	N	N	A	A	A	A	A	A	N	A	A
Fabrics in rolls.....	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49a)	A(49)	A(49)	A(49)	A(49)	A(49a)	A(49a)	A(49a)	A(49a)
Flowers, in boxes:																
Not over 36" in length.....	A	A	A	A	A	A	A	A	A	A(47)	A	A	A	A	A	A
Not over 44" in length.....	A	A	A	A	A	A	A	A	A	A(47)	A	A	A	A	A(11)	A
Not over 48" in length.....	A	A(11)	A	A	N	A	N	A	N	A(47)	A	A	A(10)	A(11)	A(11)	A
Not over 60" in length.....	A(11-55)	N	A(24)	A	N	A	N	A	N	A(47)	A	A	AC	A(11)	A(11)	N
Over 60" in length.....	A(11-55)	N	A(24)	A	N	A	N	A	N	A(47)	A	N	AC	A(11)	A(11)	N
Food, perishable.....	A	A	A(54)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh.....	A	A	A(54)	A	A	A	N	A	A	A(38)	A	A	A	A	A(16)	A
Frozen.....	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(16)	A
Berries.....	A	A	A(54)	A	A	A	N	A	A	A	A	A	A	A(32)	A(16)	A
Garments:																
Not boxed or crated.....	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks.....	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane.....	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated.....	A(22)	A(4-5)	A(4-24)	A(5)	A(4-5)	N	A(5-21)	A	N	AC	A(4-5)	N	A(5)	A(5-22)	N	N
Human Remains, Infant.....	A(22)	A(4-5)	A(54)	A(5)	A(4-5)	N	A(5-21)	A	N	AC	A(4-5)	E	N	A	N	N
Liquids in Cans.....	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging.....	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh.....	A	A(2)	A(54)	A	A(2)	A	N	A	N	A(38)	A	A	A	A	A(16)	A
Frozen.....	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(16)	A
Milk, fresh.....	A	A(16)	A(54)	A	A	N	N	A	N	A(38)	A(16)	A	A	N	N	A(16)
Perishables not in leakproof containers where time is principal factor in shipment.....	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps.....	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/or porcelain.....	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh.....	A	A	A(54)	A	A	A	N	A	N	A(38)	A	A	A	A	A(16)	A(16)
Frozen.....	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(16)	A(16)

# SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

## EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient transit-breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive; securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when any attention in transit is required, a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft. (Except cremated Human Remains).
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting. The carrier will not be liable for putting action on the part of the embalming fluid which may damage the casket.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
7. Not accepted on Convair aircraft.
8. Accepted on Speedpak equipment only.
9. Not accepted on Lodestar aircraft.
10. Not accepted on Martin aircraft.
11. Not accepted on DC-3 aircraft.
12. Accepted on combination aircraft only when in Tuttle-type Kennels (small—16½ x 23½ x 27; large—23½ x 37 x 39") subject to the following:  
CO: will accept Tuttle Kennels only; will not be accepted on DC-6B or DC-7B aircraft; large will be accepted on Convair and Boeing 707 only by advance arrangements.  
NA: will not accept large Kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30, except will be carried from a scheduled stop to the next scheduled stop only.  
UA: will accept Tuttle Kennels only.
13. Accepted on combination aircraft only as excess baggage.
14. Baby poultry such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
15. Not accepted on F-27A equipment.
16. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
- 16a. Recommended that fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained within a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE" "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 16b. Recommended that packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than fresh or sea-water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top. All flap edges to be tape sealed).
17. Only shipments consisting of queen bees and their attendant bees are acceptable.
18. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2½ inches in length, bloodworms, chameleons, earthworms, frogs, belgammities, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
19. Accepted only from, to or within only those states which do not require the carrier to have a special permit, license or bond.
20. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
21. Case not to exceed 42 inches in length and 26 inches in width.
22. Only human remain shipments where the over-all dimension of the outside container does not exceed 20" x 24" x 44" will be accepted on passenger aircraft. (UAL, 20" x 24" x 60".)
23. Must be enclosed in a leak-proof plastic bag enclosed in sufficient absorbing material to absorb the moisture in event of breakage, and sufficient insulating material to protect the fish from extreme cold.
24. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only.

**EXCEPTION:** One pet may be carried on DC-3 or DC-4 type aircraft provided advance arrangements have been made with the originating station.

25. Not accepted on DC-6B or DC-7B aircraft.
26. Acceptable only when packaged in a completely waterproof container of tested corrugated fibreboard (or its equivalent) having a bursting strength (as indicated on the container) of not less than 200 lbs. per square inch, with the refrigerant separately enclosed in a completely waterproof, puncture-resistant container.
27. This note reference not used.
28. This note reference not used.
29. Accepted as air express only.
30. Not accepted on DC-6B and DC-6D Air Tourist equipment.
31. Not accepted on DC-7 Air Tourist equipment.
32. Accepted only when securely crated. When the shipment consists of bundles made up of more than one wooden crate, each bundle must be secured by nailing two narrow wooden cleats or one 4-inch wooden cleat on each end of each bundle to prevent shifting. Bundles must be limited to five crates or less per bundle.
33. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents should be identified on the outside of the container.
34. Accepted as air express or air freight when at the risk of the shipper or consignee. Not accepted for carriage as excess baggage.
35. Accepted only when shipped in plastic leak-proof containers and require no care in transit.
36. Advance arrangements required on cargo aircraft.
37. Accepted only on North Star, DC-3 or all-cargo aircraft.
38. Accepted on North Star, Viscount, DC-3 and all-cargo aircraft throughout the year, but will only be accepted on other equipment from May 1 to September 30 inclusive.
39. Accepted as air express or air freight on WA when at the risk of the shipper or consignee.
40. Not accepted on DC-7 aircraft except between California and Hawaii.
41. Not accepted on Super Constellation aircraft.
42. Accepted only if packed in accordance with the following specifications:  
Each container must have attached to the bottom a 1" by 1" slot to allow sufficient circulation of air in and around the containers.
43. This note reference not used.
44. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only—Maximum: two birds per passenger).
45. Not accepted for carriage to points in Massachusetts, New Jersey, Ohio.
46. Not accepted for carriage on DC-4 aircraft.
47. Flowers can only be accepted in boxes up to the following lengths:  
Freighter aircraft —No limitation  
DC-3 aircraft —Up to 60 inches  
Viscount aircraft —Up to 56 inches  
North Star aircraft —Up to 47 inches
48. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
49. Recommended that rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
- 49a. Recommended that rolls be (1) completely wrapped in two thicknesses of heavy fibreboard; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped with Kraft paper having a basis weight of not less than seventy-five pounds. Do not roll or drag on end. Glue or tape shipping documents—do not use staples.
50. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removable and the sides and top may be made of one-half inch mesh.
51. Permanent-type plywood kennels of several sizes are stocked at freighter stations for direct sale to shippers. Kennels will accommodate dogs up to 23 inches high at the shoulder and weighing no more than 75 pounds.
52. Recommended that the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure. Shipment must be labelled "LIQUID THIS SIDE UP."
53. Not accepted on DC-6B or DC-7C aircraft unless prior arrangements are accomplished for cabin accommodations.
54. Not accepted on DC-6B or DC-7C equipment.  
NW: Tropical Fish will be accepted on DC-6B equipment between terminals MIA-TPA on one hand and terminals MDW-MSP on other hand.
55. Not accepted on Viscount equipment.
56. Accepted as excess baggage; limit two birds per passenger.
57. Not acceptable on Britannia equipment.
58. Accepted on Boeing 707 Aircraft.



# ALL CARGO FLIGHT SCHEDULES

The following are schedules for all-cargo aircraft or combination passenger-cargo flights offering maximum allocated freight capacity. Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for passenger flight schedules.

## AER LINGUS, IRISH AIRLINES (ALT)

800 ①③ ⑤	860 ② ①④	850 ④ ①	840 ④ ①	830 ⑤ ②④	822 ②④ ⑥	820 ⑥ ③	810 ③	DC-3 Read Down Read Up	811 ③	821 ⑥	823 ②④ ⑤	831 ⑤	841 ④ ①④	851 ④ ①④	861 ② ①③	801 ⑤
1120	0750	0755	1815	1850	1305	0715	1820	Lv DUBLIN.....Ar	2200	1135	1720	2310	2255	1240	2351	1740
↓	↓	↓	↓	↓	↓	↓	↓	Ar LIVERPOOL...Lv	2050	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	Ar MANCHESTER..Lv	↓	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	Ar GLASGOW.....Lv	↓	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	Ar BIRMINGHAM..Lv	↓	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	Ar BRISTOL.....Lv	↓	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	Ar CARDIFF.....Lv	↓	↓	↓	↓	↓	↓	↓	↓
↓	↓	↓	↓	↓	↓	↓	↓	Ar LONDON.....Lv	↓	↓	↓	↓	↓	↓	↓	↓

## AEROVIAS VENEZOLANAS (AVENSA)

617 ③	581 ③	583 ③	C-46 Read Down Read Up	584 ③	582 ③	618 ④
1200	0500	0530	Lv MAIQUETIA.....Ar	1015	1040	1515
↓	↓	↓	Ar BARCELONA.....Lv	↓	↓	↓
↓	↓	↓	Ar BARCELONA.....Lv	↓	↓	↓
↓	↓	↓	Ar CUMANA.....Lv	↓	↓	↓
↓	↓	↓	Ar CUMANA.....Lv	↓	↓	↓
↓	↓	↓	Ar FORLAMAR.....Lv	↓	↓	↓
↓	↓	↓	Ar FORLAMAR.....Lv	↓	↓	↓
↓	↓	↓	Ar CARUPANO.....Lv	↓	↓	↓
↓	↓	↓	Ar VALERA.....Lv	↓	↓	↓
↓	↓	↓	Ar VALERA.....Lv	↓	↓	↓
↓	↓	↓	Ar MARACAIBO.....Lv	↓	↓	↓
↓	↓	↓	Ar KINGSTON.....Lv	↓	↓	↓
↓	↓	↓	Ar KINGSTON.....Lv	↓	↓	↓
↓	↓	↓	Ar MIAMI.....Lv	↓	↓	↓

## AEROLINEAS ARGENTINAS (ARG)

692 ③⑥	620 ② ⑤⑦	C-47 Read Down Read Up	621 ③⑥	693 ③⑥
0630	Lv BUENOS AIRES.....Ar	0205	↓	↓
0850	Ar BAHIA BLANCA.....Lv	2355	↓	↓
0905	Lv BAHIA BLANCA.....Ar	2340	↓	↓
1150	Ar TRELEW.....Lv	2120	↓	↓
1205	Lv TRELEW.....Ar	2105	↓	↓
1335	Ar COMODORO RIVADAVIA.....Lv	1945	↓	↓
1435	Lv COMODORO RIVADAVIA.....Ar	1930	↓	↓
1545	Ar PUERTO DESEADO.....Lv	1820	↓	↓
1600	Lv PUERTO DESEADO.....Ar	1805	↓	↓
1705	Ar SAN JULIAN.....Lv	1710	↓	↓
1725	Lv SAN JULIAN.....Ar	1650	↓	↓
1755	Ar SANTA CRUZ.....Lv	1620	↓	↓
1810	Lv SANTA CRUZ.....Ar	1605	↓	↓
1900	Ar RIO GALLEGOS.....Lv	1515	↓	↓
0900	Lv RIO GALLEGOS.....Ar	1415	↓	↓
1010	Ar RIO GRANDE.....Lv	1355	↓	↓
1025	Lv RIO GRANDE.....Ar	1350	↓	↓
1115	Ar USHUAIA.....Lv	1200	↓	↓

## AEROFLOT (AFL)

125 ③	IL-12 Read Down Read Up	126 ③
0740	Lv MOSCOW, Vnukovo.....Ar	↓
1020	Ar KIEV.....Lv	↓
1110	Lv KIEV.....Ar	↓
1240	Ar ODESSA.....Lv	↓
1330	Lv ODESSA.....Ar	↓
1400	Ar BUCHAREST, Baneasa.....Lv	↓
1445	Lv BUCHAREST, Baneasa.....Ar	↓
1600	Ar SOFIA, Vrajdebna.....Lv	↓

## AIR FRANCE (AF)

5610 ②	1185 ④⑥	899 ④⑥	DC-3 Read Down Read Up	898 DC-4 Ex.⑥	5611 DC-4 ③
0340	Lv LONDON Airport Central.....Ar	0030	↓	↓	↓
0200	Ar PARIS, Orly.....Lv	2340	↓	↓	↓
0150	Lv PARIS, Orly.....Ar	↓	↓	↓	↓
0430	Ar MARSEILLE, Marignane.....Lv	↓	↓	↓	↓
1500	Lv DOUALA.....Ar	0820	↓	↓	↓
1710	Ar YAOUNDE.....Lv	0630	↓	↓	↓
	Ar N° GAOUNDERE.....Lv		↓	↓	↓

## AIR JORDAN

212 ⑦	C-46 Read Down Read Up	213 ⑦
0900	Lv AMMAN.....Ar	1710
1100	Ar DAMASCUS.....Lv	1710
1130	Lv DAMASCUS.....Ar	1640
1110	Ar BEIRUT.....Lv	1500

## ALL NIPPON AIRWAYS

68 ③	18 Ex.①	Read Down Read Up	17 Ex.①	67 Ex.①
2130	Lv FUKUOKA.....Ar	↓	↓	↓
2340	Ar OSAKA.....Lv	0300	↓	↓
0010	Lv OSAKA.....Ar	0330	↓	↓
0230	Ar TOKYO.....Lv	0030	↓	↓
	Lv TOKYO.....Ar		↓	↓

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

853 DC-6 ✕Ex ① ⑦	807	801 Ex ⑥ ⑦	803 ✕Ex ① ⑦	855 ⑤ ⑥ ⑦	855 ✕Ex ⑤ ⑦	805 ✕Ex ⑥ ⑦	DC-6A	816 ✕Ex ⑥ ⑦	802 ✕Ex ⑤ ⑦	802 ⑤	804 ✕Ex ⑥ ⑦	806 ✕Ex ① ⑦	806 ⑥	812 ①	810 ✕Ex ① ⑦	856
Read Down							Read Up									
		2305					Lv BOSTON.....	Ar	1137							
		2354					Ar HARTFORD.....	Lv								
		0050					Lv HARTFORD.....	Ar								
							Ar NEW YORK (LGA).....	Lv								
							Lv NEW YORK (LGA).....	Ar								
							Ar NEW YORK (EWR).....	Lv	1020							
							Lv NEW YORK (EWR).....	Ar	0906							
							Ar PHILADELPHIA.....	Lv								
							Lv PHILADELPHIA.....	Ar								
							Ar BALTIMORE.....	Lv								
							Lv BALTIMORE.....	Ar								
							Ar WASHINGTON.....	Lv	1310							
							Lv WASHINGTON.....	Ar	1152							
							Ar BUFFALO.....	Lv								
							Lv BUFFALO.....	Ar								
							Ar CINCINNATI.....	Lv								
							Lv CINCINNATI.....	Ar								
							Ar DETROIT.....	Lv	0550							
							Lv DETROIT.....	Ar	0446							
							Ar INDIANAPOLIS.....	Lv								
							Lv INDIANAPOLIS.....	Ar								
							Ar NASHVILLE.....	Lv								
							Lv NASHVILLE.....	Ar								
							Ar MEMPHIS.....	Lv								
							Lv MEMPHIS.....	Ar								
							Ar CHICAGO.....	Lv	0335							
							Lv CHICAGO.....	Ar	0200							
							Ar ST. LOUIS.....	Lv								
							Lv ST. LOUIS.....	Ar								
							Ar TULSA.....	Lv								
							Lv TULSA.....	Ar								
							Ar DALLAS.....	Lv								
							Lv DALLAS.....	Ar	0355							
							Ar FORT WORTH.....	Lv	0235							
							Lv FORT WORTH.....	Ar								
							Ar GRAND ISLAND.....	Lv								
							Lv GRAND ISLAND.....	Ar								
							Ar SAN ANTONIO.....	Lv								
							Lv SAN ANTONIO.....	Ar								
							Ar MEXICO.....	Lv								
							Lv LOS ANGELES (LAX).....	Ar	1700							
							Lv LOS ANGELES (LAX).....	Lv	1920							
							Ar SAN FRANCISCO.....	Lv	1920							

**ANSETT-AUSTRALIAN NATIONAL (ANA)**[illegible]**ASA INTERNATIONAL AIRLINES**

661 DC-4 ①③	771 DC-4 ②④	671 DC-4 ⑤	881 C-46 ①	831 C-46 ③	C-46		662 DC-4 ①③	772 DC-4 ②④	672 DC-4 ⑤	882 DC-4 ③	832 C-46 ⑤
					Read Down	Read Up					
0315	0315	0315	1800	2100	Lv TAMPA/ST.						
	0845	0845			Ar PITTSBURGH.....	Ar	1815	1815	1945	1400	1530
		1043			Lv SAN SALVADOR.....	Lv		1200			1000
		1130			Lv SAN SALVADOR.....	Lv					0905
0845					Lv GUATEMALA CITY...	Lv	1200		1330		
					Lv GUATEMALA CITY...	Lv					
			0200	0500	Ar PANAMA.....	Ar				0700	0500
				0700	Lv PANAMA.....	Ar					1500
				1000	Ar BOGOTA.....	Lv					1200

**BRANIFF AIRWAYS (BN)**

851 A ② ③ ④ 5 6	C-46	850 B ② ③ ④ 5 6
	Read Down	Read Up
0400	Lv CHICAGO (MDW).....	Ar 0159
0605	Lv KANSAS CITY.....	Ar 2359
0635	Lv KANSAS CITY.....	Ar 2330
0748	Lv WICHITA.....	Ar 2220
0820	Lv WICHITA.....	Ar 2155
1	-- OKLAHOMA CITY.....	--
021	Lv DALLAS.....	Ar 2000

**AVIATECA (GU)**

① ③⑤	③⑥	Read Down	Read Up	②⑤	① ③⑤
0830		Lv NEW ORLEANS.....	Ar		1400
↓	0800	Lv MIAMI.....	Ar	1400	↑
1400	1300	Ar GUATEMALA.....	Lv	0800	0830

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### BRITISH EUROPEAN AIRWAYS (BEA)

36 V 25 7	206 DC-3 5	206 DC-3 34 6	02 L #Ex 1	16 V #Ex 1	08 V 34 6	06 L 35 6	21 V #Ex 1	V-Vickers Viscount; L-Leopard Freighter;	22 V #Ex 1	07 L 35 6	31 L 7	09 V 34 6	15 V #Ex 1	03 L #Ex 1	37 V 25 7	205 DC-3 25 3
Read Down								Read Up								
0130	0100	0130	0025	0105	0045	0300	0110 0215	Lv LONDON.....Ar	0545	1925	2300	0820	0730	0550	0540	2359
						0740 0840		Ar PARIS.....Lv	0440							
						0315		Ar NICE.....Lv								
						1045		Lv NICE.....Ar								
								Ar MILAN.....Lv								
								Ar ROME.....Lv								
								Ar AMSTERDAM.....Lv								
								Ar COPENHAGEN.....Lv								
								Ar BRUSSELS.....Lv								
0235	0250	0320	0220	0335						1235	1645	0525	0450		0430	2200

### BRITISH OVERSEAS AIRWAYS (BA), QANTAS EMPIRE (EM)

EM 562 DC-4 A 2	EM 592 DC-4 B 2	BA 776 SC 6	BA 976 SC 3	SC - Super Constellation	BA 977 SC 7	BA 777 SC 3	EM 591 DC-4 C 7	EM 561 DC-4 D 7
				Read Down				
		2000 2155	2000 2155	Lv LONDON.....Ar	1600	1920		
				Ar FRANKFURT.....Lv		1725		
				Ar ZURICH.....Lv				
				Ar BEIRUT.....Lv				
				Ar DHAHUSCUS.....Lv				
				Ar KARACHI.....Lv				
				Ar DELHI.....Lv				
				Ar CALCUTTA.....Lv				
				Ar RANGOON.....Lv				
				Ar BANGKOK.....Lv				
				Ar HONG KONG.....Lv				
				Ar SINGAPORE.....Lv				
				Lv SINGAPORE.....Ar				
				Ar DJAKARTA.....Lv				
				Ar DARWIN.....Lv				
				Ar SYDNEY.....Lv				
020700	020700							
1930	1000							
030730	030930							

### LONDON-DUSSELDORF-FRANKFURT (BEA)

- A - Alternate Tuesdays Sept. 1, 15, 29, etc.  
B - Alternate Tuesdays Sept. 8, 22, etc.  
C - Alternate Sundays Sept. 6, 20, etc.  
D - Alternate Sundays Sept. 13, 27, etc.

33 DC-3 #Ex 6	29 L 23 45	27 DC-3 56 7	031 DC-3 56 7	033 DC-3 #Ex 1	L-Leopard Freighter	28 L 45 6	30 L 23 45	030 DC-3 3	032 DC-3 46 5	034 DC-3 12 5	32 DC-3 #Ex 6
Read Down					Read Up						
2340	0005	2305	0315	0415	Lv LONDON.....Ar	0530	0755	0140	0250	0130	2225
		0130	0530	0630	Ar DUSSELDORF.....Lv	0300			0005	1950	
				0650	Lv DUSSELDORF.....Ar				2330		
				0800	Lv FRANKFURT.....Lv				2220	2220	
					Ar MANCHESTER.....Lv						
					Ar GLASGOW.....Lv						
0220	0305										2110 1850

# GET IT THERE FAST ON A CAPITAL VISCOUNT



#### SOUTHBOUND

703	243	701	003	002	025	Read Down	Read Up	002	02	702	704	020	400
07 35	07 57	09 10	12 44	13 10	13 35	23 00	23 00	15 23	00 50	06 03			
						Ar ROCHESTER (EDT) Ar		16 00	00 25	05 40			
						Ar BUFFALO (EDT) Ar		15 30	00 02	05 20			
						Ar GRAND RAPIDS (EST) Ar							
						Ar LANSING (EST) Ar							
						Ar CLEVELAND (EDT) Ar							
						Ar PITTSBURGH (EDT) Ar							
						Ar TAMPA (EST) Ar							
						Ar MIAMI (EST) Ar							

#### NORTHBOUND

Over 700 jet-powered flights daily



#### WESTBOUND

021	075	029	031	041	Read Down	Read Up	000	020	030	040	022	010
22 10	23 30	22 50	23 00	23 30	23 00	23 00	02 15	02 05	02 02	03 22	03 28	
					Ar NEW YORK, Newark (EDT) Ar							
					Ar NEW YORK, LaGuardia (EDT) Ar							
					Ar PHILADELPHIA (EDT) Ar							
					Ar WASHINGTON (EDT) Ar							
					Ar PITTSBURGH (EDT) Ar							
					Ar CLEVELAND (EDT) Ar							
					Ar DETROIT (EST) Ar							
					Ar CHICAGO, Midway (CDT) Ar							
					Ar MILWAUKEE (CDT) Ar							
					Ar MINNEAPOLIS (CDT) Ar							

#### SOUTHBOUND

075	071	073	Read Down	Read Up	070	074	072	002
23 30			00 30	00 30	00 30	00 30	00 30	00 30
			Ar NEW YORK, LaGuardia (EDT) Ar					
			Ar PHILADELPHIA (EDT) Ar					
			Ar WASHINGTON (EDT) Ar					
			Ar PITTSBURGH (EDT) Ar					
			Ar ATLANTA (EST) Ar					
			Ar BIRMINGHAM (EST) Ar					
			Ar MOBILE (EST) Ar					
			Ar NEW ORLEANS (EST) Ar					



Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### COMPANIA MEXICANA DE AVIACION, S.A.

641C	201C	215C	621C	631C	631C	C-47								630C	630C	620C	200C	640C
⑤	③	②④	②	④⑥	④⑥	Read Down				Read Up	④⑥	①⑤	②	②③	⑤			
0700	0700	0730	0600	0600		Lv MEXICO, D.F.				Ar								
0840	0840		0740	0740		Ar VERACRUZ				Lv	1305		1645	1855	1640			
0930	0930		0830	0830		Lv VERACRUZ				Ar	1120			1715	1500			
1030	1030		0930	0930		Ar MINATITLAN				Lv	1050			1645	1400			
1100	1100		1000	1000		Lv MINATITLAN				Ar								
		0910				Ar OAXACA				Lv								
		0935				Lv OAXACA				Ar								
		1025				Ar IXTPEC				Lv								
		1045				Lv IXTPEC				Ar								
		1145				Ar TUXTLA				Lv								
	1200	1210				Lv TUXTLA				Ar								
	1230		1045	1045		Ar VILLAHERMOSA				Lv								
			1115	1115		Lv VILLAHERMOSA				Ar					1230			
			1200	1200		Ar TAPACHULA				Lv								
						Ar C. DEL CARMEN				Lv								
						Lv C. DEL CARMEN				Ar								
					1350	Ar CAMPECHE				Lv								
					1505	Lv CAMPECHE				Ar								
						Ar CHETUMAL				Lv	1715							
										Ar	1600							

	920C C82 ④	920C ②	930C ⑥	410C ③④ ⑤⑥	C-47		C-82		411C ③④ ⑤⑥	931C ①	921C ③	921C ⑤	921C C82 ⑤
					Read Down			Read Up					
	0700	0700	0700		Lv MEXICO, D.F. . . . .			Ar		1415		1500	1400
	0900	0920	0920		Ar GUADALAJARA . . . . .			Lv		1215		1300	1200
	0930	1000	1000		Lv GUADALAJARA . . . . .			Ar	1140	1145	0605		1130
				0700	Ar MASCOTA . . . . .			Lv					
				0750	Ar MASCOTA . . . . .			Ar					
				0810	Lv MASCOTA . . . . .			Ar					
				0830	Ar TALPA . . . . .			Lv					
				0850	Lv TALPA . . . . .			Ar					
				0920	Ar PUERTO VALLARTA . . . . .			Lv					
					Ar MAZATLAN . . . . .			Lv	1030	0900	0320		0850
					Lv MAZATLAN . . . . .			Ar		0835	0255		0820
					Ar HERMOSILLO . . . . .			Lv		0530	2350		0530
					Lv HERMOSILLO . . . . .			Ar			2325		2120
					Ar MEXICALI . . . . .			Lv			2000		
					Lv MEXICALI . . . . .			Ar			1915		
					Ar TIJUANA . . . . .			Lv			1830		1800

### EAST AFRICAN AIRWAYS (EO)

043 ②⑤	063 ⑤	035 ②⑤	DC-3		036 ①④	064 ②	016 ③⑤	014 ⑥
			Read Down	Read Up				
0730	0730	1230	Lv NAIROBI . . . . .	Ar	1305	1820	1905	1620
		1330	Ar ARUSHA . . . . .	Lv	1205			
		1415	Ar MOSHI . . . . .	Lv	1115			
		1745	Ar ZANZIBAR . . . . .	Lv	0745			
		1800	Lv ZANZIBAR . . . . .	Ar	0725			
		1825	Ar DAR-ES-SALAAM . . . . .	Lv	0700			
	0855		Ar MUSOMA . . . . .	Lv		1655		
	1010		Ar MWANZA . . . . .	Lv		1550		
1040	1150		Ar ENTEBBE . . . . .	Lv	See below			
1110			Lv ENTEBBE . . . . .	Ar				
1220			Ar KASESE . . . . .	---				
1240			Lv KASESE . . . . .	---				
1350			Ar ENTEBBE . . . . .	Lv		1420	1550	1415

### COMPANIA CUBANA DE AVIACION (CU)

461 X	Read Down	C-46	Read Up	460 X
0930 1045	Lv MIAMI, International Ar HAVANA, Jose Marti..	Ar Lv	0745 0630	

### DELTA AIR LINES (DL)

25X EX ⑦①	29X EX ⑥⑦	27X EX ①②	C-46R		26X EX ⑥⑦	22X EX ⑥⑦	20X EX ⑥⑦	24X EX ①②
			Read Down	Read Up				
	2330		-- NEWARK.....	Ar				0945
	0006		Ar PHILADELPHIA.....	Lv				0913
	0106		Lv PHILADELPHIA.....	Ar				0833
			-- BALTIMORE.....	Ar				
			-- WASHINGTON.....	Ar			FS	
0030			Lv CHICAGO (MDW).....	Ar	0329			
			-- INDIANAPOLIS.....	Ar				
0154			Ar CINCINNATI.....	Ar	FS			
0234			Lv CINCINNATI.....	Ar				
	0255		Ar CHARLOTTE.....	Ar				
	0335		Lv CHARLOTTE.....	Ar			FS	
0447	0503		Ar ATLANTA.....	Lv	0013		0400	
0745	0700	0610	Lv ATLANTA.....	Ar	2313	0243		1755
	0828		Ar NEW ORLEANS.....	Lv				1443
	0918		Lv NEW ORLEANS.....	Ar				1343
	1108		Ar HOUSTON.....	Lv				
	1148		Lv HOUSTON.....	Ar		2211		
	1302	0918	Ar DALLAS.....	Lv		2131		
			-- JACKSONVILLE.....	Ar		2000		1130
			-- ORLANDO.....	Lv	2053			
			-- ORLANDO.....	Ar	2013			
0957			Ar TAMPA.....	Ar				
1037			Lv TAMPA.....	Ar				
1148			Ar MIAMI.....	Lv	1900			

FS - Flag-Stop for 2,000 lbs. minimum.

1

**FLYING TIGER LINE (FT)**

[illegible]

362 C-46 #Ex. ⑦	182 H #Ex. ⑦	282 H #Ex. ⑥⑦	284 H #Ex. ⑥⑦	284 H ⑥	L-1049H	C-46	181 H #Ex. ⑦	183 H #Ex. ⑥⑦	281 H #Ex. ①	581 H #Ex. ⑥⑦	361 C-46 #Ex. ⑦
					Read Down	Read Up					
1500					Lv SEATTLE . . . . .	Ar					0650
1555					Ar PORTLAND . . . . .	Lv					0550
1625					Lv PORTLAND . . . . .	Ar					0520
<u>2050</u>					Lv SAN FRANCISCO . . . . .	Lv					0300
					Lv SAN FRANCISCO . . . . .	Lv					
					Lv SAN DIEGO . . . . .	Lv					
					Ar LOS ANGELES (BUR) . . . . .	Lv					
					Lv LOS ANGELES (BUR) . . . . .	Ar					
					Ar MINNEAPOLIS/ST. PAUL . . . . .	Lv	0930		1935		
					Lv MINNEAPOLIS/ST. PAUL . . . . .	Lv	0800	0800	0800		
					Ar CHICAGO (MIDWAY) . . . . .	Lv		0445			
					Lv CHICAGO (MIDWAY) . . . . .	Ar		0330			
					Ar MILWAUKEE . . . . .	Lv		02200			
					Ar SOUTH BEND . . . . .	Lv		01800			
					CLEVELAND . . . . .	Ar				0645	
					Ar GRAND RAPIDS . . . . .	Lv		1700			
					Ar DETROIT . . . . .	Lv	0015	1700	0330	0500	
					Lv DETROIT . . . . .	Ar	2345		0145	0130	
					Ar TOLEDO . . . . .	Lv	1900		1900	1900	
					Ar CLEVELAND . . . . .	Lv			0200		
					Lv CLEVELAND . . . . .	Ar					
					Ar AKRON . . . . .	Lv			1830		
					Ar BUFFALO . . . . .	Lv			1600		
					Lv ROCHESTER . . . . .	Ar		0800			
					Ar BINGHAMTON . . . . .	Lv		0100			
					Lv BINGHAMTON . . . . .	Ar		0800			
					Ar ROCHESTER . . . . .	Lv		0001			
					Ar NEW YORK/NEWARK . . . . .	Lv	2230				
					Lv NEW YORK/NEWARK . . . . .	Ar					
					Ar NEW YORK (IDL) . . . . .	Lv	1900	1900			
					Ar PHILADELPHIA . . . . .	Lv		12100			
					Ar ALBANY . . . . .	Lv		12000			
					Ar HARTFORD/SPRINGFIELD . . . . .	Lv				2359	
					Lv HARTFORD/SPRINGFIELD . . . . .	Ar				2245	
					Ar BOSTON . . . . .	Lv				2200	
					Ar PROVIDENCE . . . . .	Lv				1700	

t Expedited Motor Connections.

**HUNTING-CLAN AIR TRANSPORT (HCA)**

ALL TIMES LOCAL

541 ④	551 ⑥	555 ⑦	DC-6 Read Down Read Up	556 ②	552	542 ⑥
2030	1830	1830	Lv LONDON...Ar	2145	0700	2000
⑤	2120	2120	Ar FRANKFURT.Lv	2045	0600	↑
⑦	2235	2235	Lv FRANKFURT.Ar	1930	0445	↑
0230	0235	0235	Ar MALTA....Lv	1510	0025	1540
0345	0350	0350	Lv MALTA....Ar	1355	2310	1425
1125	1130	1130	Ar KHARTOUM.Lv	0750	1750	0820
1240	1245	1245	Lv KHARTOUM.Ar	0635	1550	0705
1710	1715	1715	Ar ADEN....Lv	↑	↑	↑
1935	1940	1940	Lv ADEN....Ar	0301	1215	0330
2355	0001	0001	Lv NAIROBI....Lv	0100	1015	↑
0200	0600	0600	Lv NAIROBI....Ar	②	↑	↑
0600	1000	Ar SALISBURY.Lv	1900	0415		
0715	1115	Lv SALISBURY.Ar	1745	0300		
0945	1345	Ar JOHANNES- BURGH	Lv 1515	0030		

"For further information regarding alternative flights and timings London-Johannesburg and v.v., please consult your nearest Hunting-Clan Agent".

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

# INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	363	365	367	369	371	373
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400			
GAUHATI, Kahiluchi...Ar	0605	0635	0705	1115	1150	1225	1605																						
GAUHATI, Kahiluchi...Lv																													
AGARTALA, Singherbhi...Ar																													
BAGDOGRA...Ar																													
MOHANBARI, Mepl...Ar																													
RETURN																													
Read Down	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
MOHANBARI, Mepl...Lv																													
BAGDOGRA...Lv																													
AGARTALA, Singherbhi...Lv																													
GAUHATI, Kahiluchi...Ar																													
GAUHATI, Kahiluchi...Lv																													
CALCUTTA, Dum Dum...Ar																													
Douglas Freighter	365	363	325	327	329	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373	373
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕
CALCUTTA...Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800																				
AGARTALA...Ar	1650	1550																											
KAILASHAHAR...Ar																													
KAMALPUR...Ar																													
KHOWAI...Ar																													
SILCHAR...Ar																													
SILCHAR...Lv																													
IMPHAL...Ar																													
RUPSI																													
RETURN	394	373	374	374	330	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕
RUPSI...Lv	1015																												
IMPHAL...Lv		1210																											
SILCHAR...Ar		1250																											
SILCHAR...Lv		1310	1035	1120																									
KHOWAI...Lv																													
KAMALPUR...Lv																													
KAILASHAHAR...Lv																													
AGARTALA...Lv																													
CALCUTTA...Ar	1200	1515	1240	1325	1525	1440	1200																						

## IRAN AIR (IRA)

267	267	Read Down	DC-4	Read Up	266	266
⑤	②				④	⑦
1200	1200	Lv TEHERAN.....Ar		1830	1530	
↑	1600	Ar BEIRUT.....Lv		1200		
	1700	Lv BEIRUT.....Ar		1100		
1530	↑	Ar ANKARA.....Lv			0900	
1700	↑	Ar ANKARA.....Ar			0800	
	↑	Ar ROME.....Lv		0230		
	↑	Lv ROME.....Ar		0130		
0100	0230	Ar FRANKFURT.....Lv		2200	2200	

## JAPAN AIR LINES (JAL)

630	Read Down	DC-4	Read Up	631
④				⑥
2000	Lv TOKYO.....Ar		2200	
⑤				
0900	Ar WAKE ISLAND.....Lv		1500	
1030	Lv WAKE ISLAND.....Ar		1330	
0000	Ar HONOLULU.....Lv		0400	
0230	Lv HONOLULU.....Ar		0230	
			⑦	
1800	Ar SAN FRANCISCO.....Lv		1700	



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### KLM ROYAL DUTCH AIRLINES (KL)

SR 705	KL5	KL41	SN 103	KL9	KL7	KL3	KL1	KL64	KL62	*Super Constellation 4-DC-6A *-DC-3	KL61	KL63	KL65	KL2	KL2	KL8	KL4	SN 104	KL42	KL6	SR 704
② ③④ ⑤⑥	② ③④ ⑤⑥	② ③④ ⑤⑥	② ③④ ⑤⑥	④⑤	①	③④ ⑤⑥	③④ ⑤⑥	⑦	②⑤	Read Down    Read Up	③	⑤	①	③④ ⑤⑥	① ②③ ④⑤	④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥	③④ ⑤⑥
								1130	2330	Lv NEW YORK.....Ar	16*5016	*1509	*45								
								①	↓	-- MONTREAL.....Lv	15*0014	*3008	*00								
										-- MONTREAL.....Ar	14*0013	*3007	*00								
								0555	1745	Ar GLASGOW.....Lv	03*4503	*4521	*15								
								0655	1845	Lv GLASGOW.....Ar	0215	0215	1945								
								1000	2145	Ar AMSTERDAM.....Lv	0100	0100	1830								
0340	0350	1440	0345	2030	1730	1600	0415			Lv AMSTERDAM.....Ar				0315	0235	1120	2120	0250	2105	0245	0300
↓	↓	↓	↓	↓	↓	↓	↓			Ar LONDON (North).....Lv				0025	2345	0830	1830		↑	↑	↑
0610	0635	1645	0445	2130	1830	1700	0515			Ar BRUSSELS.....Lv				APR. 11-18	FROM APR. 21			0145	1900	2350	0020
↓	↓	↓	↓	↓	↓	↓	↓			Ar PARIS (ORLY).....Lv											① ②③ ④⑤ ⑥⑦
0640										Ar COPENHAGEN.....Lv											2350
0715										Ar BASLE.....Lv											2310
										Lv BASLE.....Ar											
										Ar ZURICH.....Lv											

NOTE: Add one hour to GLASGOW and LONDON after April 18, to MONTREAL and NEW YORK after April 25.  
a - No local traffic.

### LANICA AIRLINES (NI)

401	403	411	DC-4		410	402	404
C-46	C-46	DC-4			DC-4	C-46	C-46
2	6	1-5	Read Down	Read Up	2-6	1	5
0500	0500	0700	Lv MIAMI.....Ar		1920	1130	1130
0915	0915	1000	Ar MANAGUA.....Lv		1320	0500	0500

### LINEAS AEREAS COSTARRICENSES (LACSA)

615	C-46		616
②	Read Down	Read Up	②④
0600	Lv MIAMI, Int'l.....Ar		1430
0810	Ar GRAND CAYMAN.....Lv		
0900	Lv GRAND CAYMAN.....Ar		
1130	Ar SAN JOSE (Costa Rica) El Coco.....Lv		0700

### LINJEFLYG (AB)

DC-3; L-Lockheed Lodestar	074 DC-3	074 DC-3	080 L	080 L	065 DC-3	065 DC-3	069 DC-3	069 DC-3	047 L	047 L	047 L	043 DC-3	043 DC-3	043 DC-3	045 DC-3	045 DC-3	045 DC-3	061 DC-3	061 DC-3
Read Down	Ex ⑥	⑥	Ex ⑥	⑥	Ex ⑥	⑥	Ex ⑥	⑥	Ex ⑥	⑥	⑦	Ex ⑥	⑥	⑦	Ex ⑥	⑥	⑦	Ex ⑥	⑥
STOCKHOLM.....Lv	1135	0940	1150	1000	1150	0950	1135	1140	0920	1100	0900	1045	1120	0930	1100	1200	0940	1145	1130
SUNDSVALL/HARNOSAND.....Ar	1310	1115	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
NORDMALING.....Ar			1335	1145	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
JONKOPING.....Ar					1310	1110	1255												
VAXJO.....Ar								1310	1050										
VAXJO.....Lv								1330	1110										
MONNEBY.....Ar								1405	1145										
RINKABY.....Ar										1220	1020	1205							
RINKABY.....Lv										1235	1035	1220							
MALMO.....Ar										1300	1100	1245							
LIDKOPING.....Ar													1250	1100	1230				
LIDKOPING.....Lv													1320	1120	1250				
GOTHENBURG.....Ar													1350	1150	1320				
KARLSTAD.....Ar																1310	1050	1255	
BULTSFRED.....Ar																		1230	1045

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### LUFTHANSA GERMAN AIRLINES

LH041 Super "H"	LH041 Super "H"	U.S.A. - EUROPE		LH040 Super "H"	LH040 Super "G"
④	⑤	Read Down	Read Up	⑤	⑦
2300	2300	Lv NEW YORK.....Ar	0900	0900	
1730	1730	Ar FRANKFURT.....Lv	2230	2230	

LH020	LH034	LH030	LH024	LH032	GERMANY-ENGLAND		LH031	LH033
DC-3	DC-3	DC-3	DC-3	DC-3	Read Down	Read Up	DC-3	DC-3
①②	①②	④⑤	①②	④⑥	④⑥		⑤⑥	# EX
③⑤	③⑤	⑥	③	④⑥			⑦	①
1630			1630		Lv HAMBURG.....Ar	0745		
1725			1725		Ar HANOVER.....Lv			
1755			1755		Lv HANOVER.....Ar			
1915			1915		Ar DUSSELDORF.....Lv			
	1950		1950		Lv DUSSELDORF.....Ar			
		1800	1800		Ar STUTTGART.....Lv		0945	
		1900	1900		Lv NUREMBERG.....Ar			
		1925	1925		Ar NUREMBERG.....Lv		0845	
		2030	2030	2100	Lv FRANKFURT.....Ar	0800		
		2130	2130		Ar FRANKFURT.....Lv			
		2230		2220	Lv COLOGNE/BONN.....Ar			
		2305			Ar COLOGNE/BONN.....Lv		0600	0650
			2240	2330	Lv DUSSELDORF.....Ar	0530	0630	
			2315	0005	Ar DUSSELDORF.....Lv			
			0100		Lv HAMBURG.....Ar			
0130	0140			0250	Ar HAMBURG.....Lv	0315	0415	
					Lv LONDON.....Ar			

### LINEA AEROPOSTAL VENEZOLANA (LV)

262 X	C-46		263 X
	Read Down	Read Up	
0600	Lv CARACAS, Maiguetia Ar	1500	
	Ar KINGSTON, Palisadoes Lv	x1115	
1300	Lv Kingston, Palisadoes Ar	x1015	
	Ar MIAMI, International Lv	0700	

### MALAYAN AIRWAYS (MAL)

122 X	106 X	DC-3		119 X
		Read Down	Read Up	
0425	0455	Lv SINGAPORE.....Ar	0330	
0600		Ar KUALA LUMPUR.....Lv	0200	
	0700	Lv IPOH.....Ar		
	0730	Lv IPOH.....Ar		
	0810	Ar PENANG.....Ar		

### MARITIME CENTRAL AIRWAYS (MAR)

25 ④	DC-3, C-46, DC-4		26 ⑤
	Read Down	Read Up	
1000	Lv MONCTON.....Ar	1630	
1330	Ar GOOSEBAY.....Ar	1300	

### MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑤	786 ALT ⑤	DC-3		781 ALT ④	783 ALT ④	785 ALT ⑦	787 ALT ⑦
				Read Down	Read Up				
0500	0500	0500	0500	Lv PERTH.....Ar	1615	1615	1530	1530	
0645	0645			Ar GERALDTON.....Lv					
0705	0705			Lv GERALDTON.....Ar					
0900	0900			Ar CARNARVON.....Lv					
0920	0920			Lv CARNARVON.....Ar					
				Ar MORAWA.....Lv	1455	1455			
				Lv YALGOO.....Ar	1415	1415			
				Ar YALGOO.....Lv	1355	1355			
		0715	0715	Lv MT. MAGNET.....Ar					
		0735	0735	Lv MT. MAGNET.....Ar	1325	1325			
				Ar WILUNA.....Lv	1200	1200			
		0825	0825	Lv MEERKATHARRA.....Ar	1100	1100			
		0845	0845	Lv MEERKATHARRA.....Ar	2340	2330			
		1050	1050	Lv WITTENON.....Ar					
		1120	1120	Lv WITTENON.....Ar					
				Ar ONSLOW.....Lv					
				Lv ONSLOW.....Ar					
				Ar ROXBORNE.....Lv					
				Lv PT. HEDLAND.....Ar					
				Lv PT. HEDLAND.....Ar					
				Lv DE GREY.....Lv					
				Lv PARDON.....Lv					
				Lv WALLAL.....Ar					
				Lv MANDORA.....Ar					
				Lv ANNA PLAINS.....Ar					
				Lv BROOME.....Ar					
1720	1710	1510	1455	Lv DERBY.....Lv	1900	1850	0815	0815	
1815	1805	1605	1550						

### MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	726 ④	618 ⑥	774 ⑦	York		771 ⑦	775 ⑦	615 ②	721 ③	727 ④	617 ⑤
					Read Down	Read Up						
	0400	0400	0730		Lv LONDON.....Ar				0920			0920
		0730	0830		Ar MILAN.....Lv							
					Lv MILAN.....Ar							
	0920				Ar ROME.....Lv				0400			0400
	1020				Lv ROME.....Ar				0300			0300
		1415			Ar ATHENS.....Lv							
		1545			Lv ATHENS.....Ar							
	1820	1930			Ar BEIRUT.....Lv				2100			2100
0200		0200	000	10200	Lv BEIRUT.....Ar		1145	1530		1330	1530	
					Ar BAGHDAD.....Lv					1130		
					Lv BAGHDAD.....Ar					1030		
					Ar KUWAIT.....Lv		0830			0830		
					Lv DHARRAN.....Ar							
					Ar DHARRAN.....Ar							
					Lv DOHA.....Ar							
					Ar DOHA.....Ar							
					Lv BAHRAIN.....Ar		1200					
					Ar TEHRAN.....Ar							

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### NORTHWEST AIRLINES (NW)

C-54 530 #Ex ⑥⑦	526 # ⑦	528 #Ex ⑦	580 #Ex ⑦	980	DC-6 Combination	981 #Ex ⑦	581 #Ex ⑦	527 #Ex ⑦	525 # ⑦	C-54 529 #Ex ①⑦
					Read Down					
					Read Up					
				①④ 2230	Lv TOKYO.....Ar	1000				
				④⑦	Ar ANCHORAGE....AST.Lv	0035				
				0730	Lv ANCHORAGE....AST.Ar	2350	0505			
				1505	Ar SEATTLE.....PST.Lv	2000	0115			
				2030	Lv SEATTLE.....PST.Ar					1730
				2130	Ar PORTLAND....PST.Lv					1600
				2200	Lv PORTLAND....PST.Ar					1525
				2344	Ar SPOKANE....PST.Lv					1200
				0020	Lv SPOKANE....PST.Ar					
				0855	Ar MINNEAPOLIS..CDT.Lv					
				2130	Lv MINNEAPOLIS..CDT.Ar					
				1304	Ar MADISON.....CDT.Lv					
				1315	Lv MADISON.....CDT.Ar					
				2257	Ar MILWAUKEE....CDT.Lv					
				1350	Lv MILWAUKEE....CDT.Ar					
				2325	Ar DETROIT (DTW)EST.Lv					
				1410	Lv DETROIT (DTW)EST.Ar					
				0036	Ar NEW YORK (IDL)EST.Lv					
				1521						
				0105						
				1545						
				0415						
				1855						

### PACIFIC NORTHERN AIRLINES (PN)

3	3	5	1B	1A	1	Lockheed Constellation Speedpak	2	2A	2B	4	4	6
②③ ④⑤ ⑥⑦	① ②③ ④⑤	② ③④ ⑤⑥	①⑤ ②③ ④⑤	③⑦	③⑦	Read Down	Read Up	①② ③④	⑤	③⑦	① ②③ ④⑤	②③ ④⑤ ⑥⑦
	2340 0030					Lv PORTLAND.....Ar					2250	
0120		0830	0730	0730	0730	Ar SEATTLE - TAKOMA.....Lv					2200	
			1010	1010	1010	Lv SEATTLE - TAKOMA.....Ar						
			1155	1155	1155	Ar KETCHIKAN (Annette Is.).....Lv	1715	1715	1715	1125		0500
			1300			Ar JUNEAU.....Lv	1445	1445	1445			
			1330	1240		Ar YAKUTAT.....Lv	1300	1300	1300			
0500		1210	1450	1400	1320	Ar CORDOVA.....Lv	0820	0820	0700	1400		
						Ar ANCHORAGE.....Lv	0700					2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

### PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES			
160	DC-6A	161	161
Ex ①	Read Down	Read Up	① ②④ ⑦
0300	Lv NEW YORK.....Ar	1015	1500 1615
0935	Ar GANDER.....Lv	0630	1115 1230
1005	Lv GANDER.....Ar	0600	1045 1200
2055	Ar SHANNON.....Lv	0045	0530 0645
2155	Lv SHANNON.....Ar	0001	0445 0600
2315	Ar LONDON.....Lv	2200	0245 0400
0100	Lv LONDON.....Ar	1915	0115 0225
	Ar AMSTERDAM.....Lv	1755	2355 0105
	Ar AMSTERDAM.....Ar	1710	2325 0035
0305	Ar FRANKFURT.....Lv	1545	2200 2200
0755	Lv FRANKFURT.....Ar	1415	2035 2035
0840	Ar STUTTGART.....Lv	1330	1950 1950
0925	Lv STUTTGART.....Ar	1235	1920 1920
1010	Ar MUNICH.....Lv	1145	1830 1830

ADDITIONAL ALL-CARGO SERVICE  
When required for reserved cargo of sufficient size any of the above transatlantic all-cargo services will call at one additional city on the following schedule:

City	Arrive Eastbound Daily Except Su Tu	Depart Westbound Mo We Th Fr	Minimum Transatlantic Load
VIENNA	12 05	15 15	800 kg
BERLIN ①③④⑤	12 55	14 25	1200 kg

### PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	C-54 Read Down	Read Up	392 ⑥
1200	Lv MIAMI PAA.....Ar		1505
1735	Ar PANAMA.....Lv		0930
①	PANAGRA		⑤
0930	Lv PANAMA.....Ar		1645
F	Ar CALI.....Ar		F
F	Ar QUITO.....Ar		F
F	Ar GUAYAQUIL.....Ar		F
F	Ar TALARA.....Ar		F
1640	Ar LIMA.....Lv		0930
②			
0930	Lv LIMA		
1330	Ar ARICA		
1400	Lv ARICA		
1510	Ar LA PAZ		
1610	Lv LA PAZ		
1700	Ar COCHABAMBA		

### PAA-U.S.A.-PACIFIC

875 ⑤	879 ⑥	DC-4 Read Down	Read Up	878 ③	876 ⑥
0800	1200	Lv SAN FRANCISCO	Ar	0605	1805
		Lv LOS ANGELES.....Ar			
1725	2125	Ar HONOLULU.....Lv		1400	0200
		Lv HONOLULU.....Ar			
		1100	Ar WAKE ISLAND.....Lv		1945
		1200	Lv WAKE ISLAND.....Ar		1745
		1730	Ar GUAM ISLAND.....Lv		0700
		0700	Lv GUAM ISLAND.....Ar		1815
		Ar TOKYO.....Lv			
		Lv TOKYO.....Ar			
		1315	Ar MANILA.....Lv		0700



## PAA-U.S.A.-LATIN AMERICA

345 C-54 ①	307 C-54 ⑦	341 C-54 ②	353 C-54 #Ex ④⑤	301 DC-6A ②④⑦	C-54 ③⑤	323 C-54 #Ex ①⑦	339 C-54 #	C-54	DC-6A	304 C-54 ⑤	340 C-54 #Ex ④⑦	342 C-54 ⑧	308 C-54 ①	354 C-54 ②⑤⑦	322 C-54 ③④⑥	302 DC-6A ①⑥	C-54 ②④	344 C-54 ①
0530		1000	0630	0045	0045	2330	2130	Lv NEW YORK.....Ar		1445	1220	1150		1350	1220	0500	1900	0650
			0935					Ar MIAMI.....Lv						f				
								Ar MIAMI.....Ar						f				
								Ar CAMAGUEY.....Lv						f				
								Ar CAMAGUEY.....Ar						f				
								Ar KINGSTON.....Lv						f				
								Ar PORT AU PRINCE.....Lv						f				
								Ar PORT AU PRINCE.....Ar						f				
								Ar TRUJILLO.....Lv						f				
								Ar TRUJILLO.....Ar						f				
								Ar SAN JUAN.....Lv										
								Lv SAN JUAN.....Ar										
								Ar CARACAS*.....Lv										
								Lv CARACAS*.....Ar										
								Ar MARACAIBO*.....Lv										
								Ar PANAMA CITY.....Lv										
								Ar PORT OF SPAIN.....Lv										
								Ar GEORGETOWN.....Lv										
								Ar GEORGETOWN.....Ar										
								Ar PARAMARIBO.....Lv										
								Ar PARAMARIBO.....Ar										
								Ar CAYENNE.....Lv										
								Ar CAYENNE.....Ar										
								Ar BELEM*.....Lv	0300									
								Lv BELEM*.....Ar	0205									
								Ar RIO DE JANEIRO*.....Lv	1845									
								Lv RIO DE JANEIRO*.....Ar	1715									
								Ar SAO PAULO.....Lv	f									
								Lv SAO PAULO.....Ar	f									
								Ar MONTEVIDEO.....Lv	f									
								Lv MONTEVIDEO.....Ar	f									
								Ar BUENOS AIRES.....Lv	1115									

Flt 307 will make flagstops at St. Croix, Antigua and Barbados.  
 Flt 353 will make flagstop at Montego Bay.  
 Flt 308 will make flagstops at Antigua and Barbados.

\*No local traffic carried between stations  
 (within the same country).

## (PAA)

385 ⑥	363 ④	355 ③	355 ⑤	393 PA ⑦	383 ④	361 ⑤	361 ①②⑥	375 ④	375 ⑤	373 ③	371 ⑦	C-54	374 ②⑤	372 ②	372 ⑦	384 ③	362 ⑥	352 ⑥	366 ①④	368 ③	364 ⑤	364 ①②⑥	392 PA ⑧	386 ⑤
2345					0600						1030	Lv LOS ANGELES.....Ar												2300
0700												Lv HOUSTON.....Lv												
0800												Lv NEW ORLEANS.....Lv												
												Lv MIAMI.....Ar												
												Lv HAVANA.....Lv												
												Lv MEXICO, D.F.....Lv												
												Lv GUATEMALA.....Ar												
												Lv SAN SALVADOR.....Ar												
												Lv TEGUCIGALPA.....Lv												
												Lv TEGUCIGALPA.....Ar												
												Lv MANAGUA.....Ar												
												Lv SAN JOSE.....Lv												
												Lv SAN JOSE.....Ar												
												Lv PANAMA CITY.....Ar												
												Lv BARBANKUILLA.....Lv												
												Lv MARACAIBO.....Lv												
												Lv CARACAS.....Lv												
												Lv LIMA.....Lv												

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

**REAL-AEROVÍAS-NACIONAL**

C-1708 1 4 6 7	C-1706 2 5 7	C-1704 3 6 8	C-1702 4 7 9	C-1700 5 8 9				C-1701 3 6 8	C-1703 4 7 9	C-1705 1 4 7	C-1707 2 5 8 7	C-1709 1 4 6	
					Read Down	Read Up							
1200	0600	0500	0600	0600	Lv SAO PAULO.....	Ar	1645	1345	1520	1830			
1320	↓	0620	↓	↓	Ar RIO DE JANEIRO.....	Lv	↑	↑	1400		1815		
1430	↓	0800	↓	↓	Lv RIO DE JANEIRO.....	Lv			1300				
<u>1545</u>	0745		0745	0745	Ar BELO HORIZONTE.....	Lv	1500	1200	↑				
	0830		0830	0830	Lv BELO HORIZONTE.....	Lv	1420	1120				<u>1630</u>	
	↓	↓	↓	↓	Ar CARAVELAS.....	Lv	↑						
					Lv CARAVELAS.....	Ar							
	<u>1150</u>	1200	1150	1150	Ar SALVADOR.....	Lv	1100	0800	0900				
	↓	1330	1245	1245	Lv SALVADOR.....	Ar	1010	0710	0805				
	↓	↓	↓	↓	Ar MACEIO.....	Lv		<u>0500</u>	0630				
					Lv MACEIO.....	Ar			0545				
					Ar RECIFE.....	Lv	0800		<u>0500</u>				
				1455	Lv RECIFE.....	Ar							
				1600	Ar FORTALEZA.....	Lv	0715						
				1815	Lv FORTALEZA.....	Lv	0500						
				0500	Lv FORTALEZA.....	Ar	1715						
				0700	Ar SAO LUIZ.....	Lv	1445						
				0830	Lv SAO LUIZ.....	Ar	1400						
				1030	Ar BELEN.....	Lv	1200						

C-1800 ⑦	Read Down	Read Up	C-1801 ④
0600	Lv SAO PAULO.....	Ar	1600
0900	Ar GOIANIA.....	Lv	1300
0945	Lv GOIANIA.....	Ar	1200
1315	Ar CAROLINA.....	Lv	0830
1415	Lv CAROLINA.....	Ar	0720
1625	Ar BELEM.....	Lv	0500
0500	Ar BELEM.....	Ar	1430
↓	Ar PARAMARIBO.....	Lv	1115
1130	Lv PARAMARIBO.....	Ar	1015
1300	Ar PORT OF SPAIN.....	Lv	0730
1630	Lv PORT OF SPAIN.....	Ar	1630
0830	Ar SAN JUAN.....	Lv	1300
↓	Lv SAN JUAN.....	Ar	1200
1400	Ar PORT AU PRINCE.....	Lv	0900
↓	Lv PORT AU PRINCE.....	Ar	0730
	Ar MIAMI.....	Lv	0400

C- 1001 ③ ⑦	C- 1173 ⑤	C- 1171 ②	C- 1250 ① ④	Read Down		Read Up		C- 1251 ③ ⑥	C- 1170 ②	C- 1172 ⑤	C- 1000 ① ④
1200	0600 0910	0600 0910 1040 1200	1200 1510 0800 ↓ 1000 1615	Lv	SAO PAULO.....Ar			1915	1910 1600	1350 1040	1000 ↑ 0700
↓				Lv	CAMPO GRANDE.....Lv			↑	1520		
				Lv	CAMPO GRANDE.....Ar				1445 1400		
				Lv	CORUMBA.....Lv				1345		
				Ar	CORUMBA.....Ar				1215		
				Ar	CUIABA.....Lv				1130		
				Ar	CUIABA.....Ar				0600		
				Ar	MAMAUS.....Ar						
1500				Ar	PORTO ALEGRE.....Lv						

C-1600 ①⑤	Read Down	Read Up	C-1600 ②⑥
0600	Lv SAO PAULO.....	Ar	1600
0900	Ar GOIANIA.....	Lv	1300
0945	Lv GOIANIA.....	Ar	1200
1315	Lv CAROLINA.....	Lv	0830
1415	Lv CAROLINA.....	Ar	0720
1625	Ar BELEN.....	Lv	0500

**RIDDLE AIRLINES (RD)**[illegible]

# RUTAS AEREAS NACIONALES (RANSA)

③	①	④	②	⑤	⑦	Read Down	C-46; C-47	Read Up	②	⑤	⑦	①	④	③
2000 ↓ 2300 2345 F ↓ 0445	0145 ↓ 0445 0530 F ↓ 1000	0005 ↓ 0305 0350 F ↓ 0820	2200 ↓ 0100 0145 0545 ↓ 1000	0145 ↓ 0445 0530 F ↓ 0820	0430 ↓ 0305 0350 F ↓ 1245	0145 ↓ 0445 0530 F ↓ 1000	0005 ↓ 0305 0350 F ↓ 0820	Lv MIAMI, International.....Ar -- BARCELONA, Muntadas.....Lv -- BARCELONA, Muntadas.....Ar Lv KINGSTON, Palisadoes.....-- Lv KINGSTON, Palisadoes.....-- -- ARUBA.....-- Ar MARACAIBO, Gr. De Oro.....Lv -- MARACAIBO, Gr. De Oro I.....-- Ar CARACAS, Maiquetia.....Lv	1415 ↑ 1800 2045 1900 1200 1100 ↑ 1000	1800 ↑ 2045 1900 1200 1100 ↑ 1000	2045 ↑ 1800 1400 1400 ↑ 1000	1800 ↑ 2045 1900 1200 1100 ↑ 1000	1400 ↑ 1800 1400 ↑ 1000	0415 ↑ 1800 1415 ↑ 0800

## SABENA BELGIAN AIRLINES (SAB)

247 C-47 ① ③ ⑤	104 C-47 ② ③ ⑤	205 C-47 A ② ③ ⑤	DC-6A	C-47	206 C-47 ③ ④ ⑤	206 C-47 D ③ ④ ⑤	103 C-47 ② ③ ④ ⑤	248 C-47 ① ③ ⑤
0830 ↓ 1345	0145 ↓ 0250	2200 2359 ↓ 0250	Lv BRUSSELS.....Ar Ar LONDON.....Lv Lv LONDON.....Ar Ar MANCHESTER.....Lv Ar AMSTERDAM.....Lv Ar NICE.....Lv Lv NICE.....Ar Ar MILAN.....Lv	Read Down	0320 0130 ↓ 0100	0250 0100 ↓ 0100	0445 0345 ↓ 0345	2020 1500 ↓ 1500

SN-209 C-47 ②	SN-215 C-47 ①	SN-213 C-47 ③④	SN-209 C-47 ⑤	SN-211 C-47 ⑥	SN-101 C-47 x	Read Down	Read Up	SN-210 C-47 ②	SN-216 C-47 ①	SN-218 C-47 ③④	SN-210 C-47 ⑤	SN-212 C-47 ⑥	SN-102 C-47 Ex ①
1335 ↓ <u>1545</u>	1700 ↓ <u>1815</u>	1330 ↓ <u>1550</u>	1335 ↓ <u>1545</u>	0825 ↓ 1215	2100 <u>2235</u>	Lv BRUSSELS.....Ar Ar PARIS.....Lv Ar COLOGNE.....Lv Lv COLOGNE.....Ar Ar HANOVER.....Lv Lv HANOVER.....Ar Ar STUTTGART.....Lv Lv STUTTGART.....Ar Ar HAMBURG.....Lv Lv HAMBURG.....Ar Ar NUREMBERG.....Lv Lv NUREMBERG.....Ar Ar VIENNA.....Lv	2025 ↑ 1825 1755 ↑ <u>1645</u>	2020 ↑ <u>1905</u>	2020 ↑ 1905 1835	2025 ↑ 1825 1755 ↑ <u>1645</u>	2020 ↑ 1750 1720 ↑ <u>1620</u>	0100 <u>2335</u>	



Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

# SABENA (cont.)

LE-097 DC-4 ②	LE-105 DC-4 ③	LE-099 DC-4 ④	LE-107 DC-4 ⑤	LE-101 DC-4 ⑥	LE-103 DC-4 ⑦	Read Down	Read Up	LE-098 DC-4 ②	LE-106 DC-4 ③	LE-100 DC-4 ④	LE-108 DC-4 ⑤	LE-102 DC-4 ⑥	LE-104 DC-4 ⑦
0100	0100	0100	0300 1115	0100	0100	Lv BEIRUT.....Ar		1100	1720	1100	1330	1100	1500
↓	↓	↓	↓	↓	↓	Ar TEHERAN.....Lv		↑	↑	↑	1315	↑	↑
0630	0630	0630		0630		Lv KUWAIT.....Lv		0730	1350	0730		0730	
	0730					Ar KUWAIT.....Ar			1250				
	1100					Lv DHAKHAN.....Lv			↑				
	1200					Ar DHAKHAN.....Ar							
	↓				0900	Lv DOHA.....Lv			1220				
	1120				0945	Ar DOHA.....Ar							
					1020	Lv BAHRAIN.....Lv							1120

No Local Traffic Between Kuwait and Doha and Between Kuwait and Dhahran  
 No Local Traffic Between Dhahran and Bahrain and Between Doha and Bahrain.  
 No Local Traffic Between Kuwait and Bahrain in Either Direction.

SN160 C-47 ② ⑥		SN161 DC-4 ② ⑥
1320	Lv BRUSSELS.....Ar	2000
1600	Ar BASEL.....Lv	1710

222 DC-4 ②	454 C-47 ②	420 C-47 ④	DC-4	C-47	VNR DC-4 ①	453 C-47 ②	423 DC-4 ③	225 DC-4 ⑤
			Read Down	Read Up				
0400	1050	0530	Lv MATADI.....Ar		1400	1010		
	1200	↓	Ar LEOPOLDVILLE.....Lv		1300	0900		
		0915	Lv LEOPOLDVILLE.....Ar				1630	1345
		1015	Ar KIKWIT.....Lv				↑	1215
		↓	Lv KIKWIT.....Ar				1500	1130
			Ar LULUABOURG.....Lv				1400	↑
			Lv LULUABOURG.....Ar					
			-- LODJA.....Lv					
			-- LODJA.....Ar					
			-- KINDU.....Lv					
			-- KINDU.....Ar					
			-- KALIMA.....Lv					
			-- KALIMA.....Ar					
			Ar ALBERTVILLE.....					
			Lv ALBERTVILLE.....					
			Ar BUKAVU.....Lv					
			Ar USUMBURA.....Lv				1100	0830
			Lv USUMBURA.....Ar					0735
			Ar GOMA.....Lv					0645

279 ③	DC-4	478 ②
	Read Down	Read Up
0830	Lv USUMBURA.....Ar	1000
1130	Ar LULUABOURG.....Lv	↑
1215	Lv LULUABOURG.....Ar	
1345	Ar KAMINA.....Lv	
1430	Lv KAMINA.....Ar	
1530	Ar KOLWEZI.....Lv	
1605	Lv KOLWEZI.....Ar	
1700	Ar ELIZABETHVILLE.....Lv	0700

484 DC-4 ⑦	464 DC-4 ⑦ A	DC-4	C-47	485 DC-4 ①	464 C-47 ⑦
		Read Down	Read Up		
		Lv LEOPOLDVILLE.....Ar			1730
		Ar COQUILHATVILLE.....Lv			1515
		Lv COQUILHATVILLE.....Ar			1445
	0930	Ar BOENDE.....Lv			↑
	↓	Lv BOENDE.....Ar			1300
	1220	Ar LIBENGE.....Lv			
		Lv LIBENGE.....Ar			
1445		Ar STANLEYVILLE.....Lv		0950	
1635		Ar BUNIA.....Ar		0800	

## SAM AIRLINES

999 ⑤	888 ⑤	C-46	887 ③	998 ④
		Read Down	Read Up	
0300		Lv MIAMI.....Ar		
0800		Ar SAN ANDRES.....Lv		
0900		Lv SAN ANDRES.....Ar		
1115		Ar CARTAGENA.....Lv		
1200	1145	Lv CARTAGENA.....Ar	1445	
	1215	Ar BARRANQUILLA.....Lv	1415	1400
	↓	Lv BARRANQUILLA.....Ar	1315	1300
1350	801 ③	Ar MEDELLIN.....Lv	1130	↑
	↓	Lv MEDELLIN.....Ar	1030	
1450	0600	Ar BOGOTA.....Lv	0930	1100
1550	0700	Lv BOGOTA.....Ar	0830	1000
1645	0800	Ar CALI.....Lv	0715	
1800	1200	Ar LETICIA.....Lv		0600

## SCANDINAVIAN AIRLINES (SAS)

006 ① ② ③ ④ ⑤	DC-3	005 ② ③ ④ ⑤ ⑥
	Read Down	Read Up
2350	Lv COPENHAGEN, Kastrup.....Ar	0625
0245	Ar AMSTERDAM, Schiphol.....Lv	0350

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### TACA INTERNATIONAL AIR LINES (SA)

525 ② ⑤	801 ⑥	801 ③ ⑤	801 ② ④	801 ①	DC-4		400 ①	800 ②③ ④	400 ③	800 ⑥	526 ①	526 ④	100 ⑤
					Read Down	Read Up							
0700	0600	0615	0400	0600	Lv NEW ORLEANS.....Ar	Ar	2030	1845	2110	1900	1800	1715	1855
	1030				Lv MEXICO.....Ar	Ar			1715				
	1100				Ar BELIZE.....Lv	Lv			1700				
1025	1225	1145	0930	1130	Ar BELIZE.....Ar	Ar			1535				1535
1110	1315	1245	1020	1230	Lv GUATEMALA.....Lv	Lv	1535		1535				1505
1155	1400	1330	1105	1315	Ar GUATEMALA.....Ar	Ar	1505		1505				1420
			1220		Lv SAN SALVADOR.....Lv	Lv	1420	1315	1420	1330	1400	1315	1400
			1315		Ar SAN SALVADOR.....Ar	Ar	1400		1400				1400
			1340		Lv TEGUCIGALPA.....Lv	Lv	1315		1315				1315
			1435		Ar TEGUCIGALPA.....Ar	Ar	1300		1300				1300
			1500		Lv MANAGUA.....Lv	Lv	1205		1205				1205
			1610		Ar MANAGUA.....Ar	Ar	1145		1145				1145
					Lv SAN JOSE.....Lv	Lv	1035		1035				1035

### TRANS-AUSTRALIA AIRLINES (TAA)

1911	1909	1913	1915	1917	1919	1921	1923	1925	1927	1948	1942	1902	1904	DC-3		1912	1910	1916	1918	1920	1930	1924	1926	1928	1949	1943	1901	1903
①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	Read Down	Read Up	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬
0330	0330	0415	1340	0530	0600	0735	0820	0845						Lv MELBOURNE.....Ar	1045	0835	2035	1140	1105	1955	1845	2010	1013	1135	2400	1100	0300	2335
														Lv WYNARD.....Lv					0925									
														Lv WYNARD.....Ar														
														Lv DEVONPORT.....Ar														
														Lv DEVONPORT.....Ar														
														Lv LAUNCESTON.....Ar														
														Lv LAUNCESTON.....Ar														
														Lv HOBART.....Lv														
														Lv SYDNEY.....Lv														
														Lv SYDNEY.....Ar														
														Lv BRISBANE.....Lv														
														Lv ADELAIDE.....Lv														
														Lv ADELAIDE.....Ar														
														Lv PERTH.....Lv														

### TRANS WORLD AIRLINES (TW)

597 ② ③④ ⑤⑥	Constellation 049		592 ①② ③④	592 ⑤	594 ⑦
	Read Down	Read Up			
0125	Lv NEW YORK (LGA).....Ar	1826			0506
0216	Ar PHILADELPHIA.....Ar	1643			0325
0435	Ar PITTSBURGH.....Ar				
0530	Lv PITTSBURGH.....Ar				
	Lv COLUMBUS.....Ar	1355			
0615	Ar INDIANAPOLIS.....Ar				
0710	Lv INDIANAPOLIS.....Ar				
0824	Ar ST. LOUIS.....Ar	1110			2310
0920	Lv ST. LOUIS.....Ar	1011			2211
0936	Ar KANSAS CITY.....Ar	0800			2000
1035	Lv KANSAS CITY.....Ar	0701	0701		
1541	Ar LOS ANGELES.....Ar	0025	0025		
1640	Lv LOS ANGELES.....Ar	2323	2323		
1822	Ar SAN FRANCISCO.....Ar	2130	2130		

### TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star		910 ① ②③ ④⑤
	Read Down	Read Up	
2100	Lv MONTREAL.....Ar	A1455	
2255	Ar TORONTO.....Ar	A1315	
2355	Lv TORONTO.....Ar	1155	
0350	Ar WINNIPEG.....Ar	0650	
0435	Lv WINNIPEG.....Ar	0605	
	-- CALGARY.....Ar	0150	
	-- CALGARY.....Ar	0120	
0730	Ar EDMONTON.....Ar		
0800	Lv EDMONTON.....Ar		
1015	Ar VANCOUVER.....Ar	2200	

A-Toronto to Montreal section ③④⑤ only.

### TRANS CARIBBEAN AIRWAYS (TRC)

901 ④	901 ⑥	C-54		900 ②④
		Read Down	Read Up	
0100	2300	Lv NEW YORK.....Ar	0700	
0900	0700	Ar SAN JUAN.....Lv	2300	

### NEW YORK-ROME

970 ④	1049H		981 ⑥
	Read Down	Read Up	
1430	Lv NEW YORK.....Ar	1205	
2010	Ar GANDER.....Ar	0830	
2055	Lv GANDER.....Ar	0745	
	Ar SHANNON.....Ar	0240	
	Lv SHANNON.....Ar	0140	
0825	Ar LONDON.....Ar		
0910	Lv LONDON.....Ar		
	Ar PARIS.....Ar	2355	
	Lv PARIS.....Ar	2225	
1210	Ar FRANKFURT.....Ar		
1340	Lv FRANKFURT.....Ar		
	Ar GENEVA.....Ar	2100	
	Lv GENEVA.....Ar	2000	
	Ar MILAN.....Ar	1845	
	Lv MILAN.....Ar	1745	
1635	Ar ROME.....Ar	1600	

Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

### TRANSA-CHILE

C-46									
④	⑦	③⑥	⑤	④	Read Down	Read Up	④	①	②⑤
1500		1000			Lv ARICA.....Ar	1225			1425
1710		1210			Ar ANTOFAGASTA...Lv	1015			1215
1755		1255			Lv ANTOFAGASTA...Ar	0930			1130
2125		1325			Ar SANTIAGO.....Lv	0600			0800
	0800		0800	0900	Lv SANTIAGO.....Ar	1750		1730	1700
	1100		↓	1200	Ar BARILOCHE.....Lv	1450		↑	1400
	1145				Lv BARILOCHE.....Ar	1405			
	1750				Ar PUNTA ARENAS..Lv	0900			
			1130		Ar J. FERNANDEZ..Lv			1400	

### WHEELER AIRLINES

101 P	C-46	DC-3	102 P
②⑤	Read Down	Read Up	②⑤
0915	Lv VAL D'OR.....Ar		1630
1225	Ar GREAT WHALE.....Lv		1320

### UNITED AIR LINES (UA)

92 DC-6A ⑥	99 DC-6 #EX ⑦①	61 CVR #EX ⑦①	97 DC-6A #EX ⑥⑦	93 DC-6A #EX ⑥⑦	95 DC-6A #EX ⑥⑦	63 DC-6 #	DC-6A	DC-6	92 DC-6A #EX ⑤⑥⑦	90 DC-6A #EX ⑥⑦	92 DC-6A #EX ⑥⑦	94 DC-6A #EX ⑥⑦	98 DC-6A #EX ⑥⑦	96 DC-6 #EX ⑦①	60 CVR #EX ⑦①
							Read Down	Read Up							
			2230				Lv BOSTON.....Ar						0927		
			2313				Ar HARTFORD/SPRINGFIELD...Lv						0845		
			0025				Lv HARTFORD/SPRINGFIELD...Ar						0803		
	0140						Lv NEW YORK (LGA).....Ar			1350			B	0450	
							Lv NEW YORK (IDL).....Ar						0715		
							Ar NEW YORK (IDL).....Lv						0545		
							Lv NEWARK.....Ar		1557		1707				
							Ar PHILADELPHIA.....Lv	1520			1630				
							Lv PHILADELPHIA.....Ar	1430			1542				
							Ar CLEVELAND.....Lv				1405				
							Lv CLEVELAND.....Ar				1322				
							Ar DETROIT.....Lv	1130							
							Lv DETROIT.....Ar	1028							
							Ar CHICAGO (MDW).....Lv	0920	0955		1055				
							Lv CHICAGO (MDW).....Ar	0720	0755		0855				
							Ar DENVER.....Lv					1245			
							Lv DENVER.....Ar					0725			
							Ar SALT LAKE CITY.....Lv					0625			
							Lv SALT LAKE CITY.....Ar					0435			
							Ar SAN FRANCISCO.....Lv	2230				0350			
							Lv SAN FRANCISCO.....Ar					0120			
							Ar OAKLAND.....Lv					0050			
							Ar LOS ANGELES (INTL).....Lv			2330	0030	2230			
							Ar LOS ANGELES (BUR).....Lv								

B IDL-BOS Portion #98 Cancelled Saturday morning.

### U.A.T. AEROMARITIME (UT-AMA)

### VARIG (RG)

966	667	C-46				666	967
⑤	EX ①	Read Down		Read Up		⑥	
0612	0300	Lv RIO DE JANEIRO.....Ar		0330	1540		
	0430	Ar SAO PAULO.....Lv		0200			
	0500	Lv SAO PAULO.....Ar		0130			
	0800	Ar PORTO ALEGRE, Saigado Filho..Lv		2230			
		-- VITORIA.....					
		-- BELMONTE.....					
		Ar SALVADOR, Ipatanga.....Lv		1040			
		Lv SALVADOR, Ipatanga.....Ar		1010			
		-- ARACAJU, Municipal.....					
		-- PROPRIA.....					
		-- PENEDO.....					
		-- MACEIO, Tab. do Pinto.....					
		Ar RECIFE, Iba. Guar.....Lv		0635			
		Lv RECIFE, Iba. Guar.....Ar		0615			
		-- JOAO PESSOA, Santa Rita.....					
		Ar NATAL, Parnamirim.....Lv		0500			

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapico, Carazinho, Passo Fundo, Brechin, Florianópolis, União Vitoria, Curitiba and all Varig stations along the Brazilian coast.

DC-4	UT-756	AMA-97	AMA-93	AMA-99	DC-4	NORD 2.502	DC-6	AMA-98	UT-756	AMA-90	DC-4
⑥	④	①	③	①	⑥	Read Down	Read Up	②	⑥	⑤	⑥
1610	1620					Lv PARIS LE					
	1825					BOURGET.....Ar					
	1910					Ar NICE.....Lv					
0005						Lv NICE.....Ar					
0105						Ar TRIPOLI.....Lv					
0730						Lv TRIPOLI.....Ar					
	0320					Ar PORT-LAMY.....Lv					
	0430					Lv PORT-LAMY.....Ar					
		0600	0600			-- MOUNDOU.....Lv					
		0800	0800			Ar N'GAOUNDERE.....					
		0850	0850			-- BANGUI.....Lv					
						Ar DOUALA.....Lv					
						Lv DOUALA.....Ar					
						Ar LIBREVILLE.....					
						Lv LIBREVILLE.....					
						Ar PORT-GENTIL.....					
						-- BRAZZAVILLE.....Lv					
						Ar POINTE-NOIRE.....					

\*Every other week.



MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot)  
By Carriers and Types of Aircraft.

ALL-CARGO

CARRIER	Boeing Stratocruiser	Boeing 707	Brittania	Canadaair North Star	Consolidated Convair	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Lodestar	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-H
AA	150				150			150		75	200				75										200		
AL						80												100									
ASA							200			200												185		200			
ALITALIA					150	100		100		75		75										150					
AX																						185					
BL						100																					
BN					100	100		100				75		100	45							150	185				
BOAC	100		75									75		68													
CA						100	100							70								150					
CO		150			150	100		100		100	75											150					
CN						85																					
CPA			75		65	200			200	75																	
CU						95								70			70					150	185				
DL					150	85		150			75			70				100					185				
EA					65						75				45		70	100								100	
ELAL			150											75													
FL						70																					
FTL																						550		200	200	300	
JAL										150		75													200	100	
KLM					154	50	205	77		77	77			72			154				150			205	205	102	300
LX																			100								
LC						100	100																				
MO					100	100																					
NA					150			150		100	200					100	70										
NE						80				75												150					
NO					150	80																					
NW	100						100		200	75		75															
NY																				200							
OZ						100																					
PC						100												100									
PAA	100	150					100			75	75	75					70							185	200		
PI						80							100														
RID																						185		185			
SAB		150				100	100	100		150		75															
SAS								100		150																	
SBW																						550		200			300
SO						100																					
SR										150														200			
TACA							200																				
TCA				150		100											75				150						
TBC							100			75																	
TT						100																					
TV		150			100									70			70	100						200			300
UA					150			150		150	150														200		
WA					75	75				75																	
WC						100																					

# SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AF	26F, 026-84, 151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aerovios Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AF	IN	052	Aerlinste Eireann Tio - Irish Air Lines
AFI	SU	057	Air France
AFI	SU	124	Aeroflot
AFI	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruis (Kant), Ltd.
AL	AL	037	Allegany Airlines, Inc.
ALC	AL	120	Aviation y Comercio, S.A.
ALT	EL	053	Aquila Airways Limited
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
AN	AX	329	AAIXCO Airlines, Inc.
AP	AX	128	Aviation y Comercio, S.A.
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ASA	AS	027	Alaska Airlines, Inc.
ATM	AT	147	Compagnie Nationale de Transport Aeriens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	VE	225	Aviation y Comercio, S.A.
AVN	AC	26K, 026-3, 134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA-Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT	BE	060	Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL	BK	137	British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia Airways, Ltd.
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Camibian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA	CA	221	Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH	113	Chicago Helicopter Airways, Inc.
CIA	CI	113	Caribbean International Airways, Ltd.
CINTA	CI	113	Cinta Chilean Airlines
CMA	MX	26M, 026-5, 132	Compania Mexicana de Aviacion, S.A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	114	Commercial Air Service Pty., Ltd.
CONN	CC	160	Connell Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacion, S.A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CL	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR	068	Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EG	EC	094	East African Airways Corp.
EAGLE	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	26E, 026-83, 169	Elis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW	026	East-West Airlines, Ltd.
FAUCETT	FW	163	Compania de Aviacion "FAUCETT", S.A.
FINNAIR	FY	105	Aero O/Y (Finair)
FL	FL	028	Frontier Airlines, Inc.
FLUG	FL	108	Flugfap Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL	GT	023	Guineo Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
GIA	GF	086	Gulf Aviation Company, Ltd.
GIBAIR	GI	126	Garuda Indonesian Airways, Ltd.
GU	GU	171	Gibraltar Airways, Ltd.
GUL	GU	048	Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IAC	IA	073	Indian Airlines Corporation
IB	IB	058, 093	Iberia, Cia. Marcantil Anonima de Lineas Aereas
IBL	IB	075	Icelandic Airlines
IRA	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	JY	115	Jugoslavenski Aerotransport (JAT)
JST	JY	130	Jersey Airlines
KA	KA	229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S.A.
LAP	LA	045	Loide Aereo Nacional, S.A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LJC	CC	223	Lloyd Aereo Colombiano
LN	LN	087	Linea Aerea Nacional, S.A.
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MAL EV	MA	182	Hungarian Air Transport-MAL EV
MAR	MR	222	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MS	MS	077	Misair, SAE
MK	MK	213	Mackay Airlines, Inc.
MM	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
NAC	NZ	208	National Airlines, Ltd.
NACIONAL	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NY	NY	332	Northwest Airlines, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	26P, 026-1, 12, 13, 14, 15	Pan American World Airways System
PAB	PB	26R, 026-4, 111	Panair de Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	26L, 026-6, 109	Pan American-Grace Airways, Inc.
PIA	PK	030	Pakistan International Airlines
PLUNA	PU	032	Primeras Lineas Uruguayas de Navegacion Aerea
PC	PC	032	Pacific Air Lines
PN	PN	26J, 026-82, 031	Pacific Northern Airlines, Inc.
PT	PT	032	Provincetown-Boston Airlines, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QCA	QC	032	Quebecair, Inc.
QEA	QE	081	Queen Charlotte Airlines, Ltd.
QSA	QA	143	Qantas Empire Airways
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANS	RN	218	Rutas Aereas Nacionales, S.A.
REAL	RE	153	Real S.A.-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE	RD	323	Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SH	082	Societe Anonyme Bag d'Exploitation de la Navigation Aeronautique
SAFE	BU	082	Braathens South-African & Far East Airtransport
SAHSA	SH	082	Servicio Aereo de Honduras, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP	082	Sociedade Aeronautica de Transportes Aereos, Ltd.
SCAL	SC	211	Seaboard & Western Airlines, Inc.
SDI	VF	221	Silver City Airways, Ltd.
SL	SL	042	Scottish Airlines
SL	SL	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAO	ST	198	Societe de Transport Aeriens en Extram-Orient
SUD	SD	200	Aerovias Sud Americane
SUDAN	SD	200	Sudan Airways
SYRIAN	SY	201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	195	Transport Aerien Civil Bulgare-TABSO
TACA	TV	202	STACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAL	TI	119	Compagnie de Transportes Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguesa
TALOA	TL	202	Transoceanic Airlines
TAN	TX	202	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Airlines, Ltd.
TPA	TS	199	Trans-Pacific Airlines, Ltd.
TRC	TR	254	Transcontinental, S.A.
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeronautique de Transport
UBA	UB	209	Union of Burma Airways
UMCA	UR	026	Uruba, Medellin & Central Airways
VARIG	RG	042	Empresa de Viacao Aereo Rio Grandense
VASP	VP	042	Viacao Aereo Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
YR	YR	212	Soc. de Transporturi Aeriene Roman-Socialiste



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Rittenhouse 6-1165  
Taylor 4-7236  
PLaza 6-1243  
REpublic 7-1430



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# Progress Seen In Cartage Conference

**Cartagemen and airline personnel freely exchange views  
and suggestions to make the Fifth Annual Air Freight  
Cartage Conference an outstanding success**

**A** NEW FORMAT and a willingness to get down to specifics allowed the Fifth Annual Air Freight Cartage Conference to close with the feeling of a job well done.

Meeting in Chicago, July 28 through July 30, at the Edgewater Beach Hotel, some 150 cartagemen talked with representatives of the airlines, the military, the Air Transport Association, and Air Cargo, Inc.

Broken into little discussion groups after some introductory remarks by ACI's president, Emery F. Johnson, attendees tackled problems at a working level. Discussion in all groups was lively, sometimes to the point of being loud. Many problems were solved. Those that were not were at least brought into the open and tested against the minds of men from all parts of the country and with a variety of experiences.

In getting the conference underway, Emery Johnson first reviewed the past five years. He noted that contractors have increased from 230 five years ago to 300 today.

"Five years ago," he said, "we were serving 26 airlines, the collective owners and users of Air Cargo, Inc. Today, it is 35 airlines. The all-cargo airlines are now a part of ACI, as are the Alaskan carriers, some of the international carriers, and all but one of the local service airlines."

While looking back was not uncomfortable, because the accomplishments were solid, Johnson felt that a look into the future was in order.

For the next five years, Johnson envisioned an increase in air cargo of such magnitude that the era will be termed the Cargo Age.

The cargo age, he said, is being thrust upon us by a family of turbine powered aircraft—the turboprop, the turbopan, and the turbojet.

"Turbine airplanes," he continued,

"which will provide twice the capacity, will move freight at direct costs of 4 to 5¢ per ton mile and still do so at speeds approximately twice those of today. Turbine aircraft will enable airlines to operate profitably with 70% load factors at rates to the public which may become as low as 10 to 12¢ per ton mile, and because these ton miles are performed as the crow flies, such rates will, actually, compare with those of 7 and 8¢ per ton mile charged by surface carriers. Air freight will thus become directly competitive with surface for much of the first class traffic moving over substantial distances."

## Wonderful Turbine

Johnson found that other wonderful things stem from the turbine engine. With a given aircraft, he said, it can be more profitable to haul cargo than passengers. The reasoning is simple. Capacity of an aircraft is limited by both space and weight. Today's piston engine airplanes can earn 50% more from hauling passengers than from freight. Tomorrow's turbine powered planes will be able to carry more of both classes of traffic—but because of space limitations, the new planes may only carry three times as many passengers, yet offer the ability to lift five times the weight of cargo. The advantage is with cargo.

The first of the discussion groups were airline workshops.

Each of the airlines attending the conference was assigned a table where the cartagemen could come and discuss problems peculiar to that airline's operations. The tables were manned by senior airline sales and operations personnel, so that something could be accomplished. At the United Air Lines table, for example, Robert Mangold, head of UAL's cargo sales department listened to the cartagemen. If the discussion needed help from an

operations specialist, it was supplied by R. R. Mitchell, Field Superintendent-Ramp and Cargo Operations for United.

Other airline tables were similarly manned.

Comments from the participants indicated both the cartagemen and the airline people learned a great deal from these exchanges. The feeling was that these tables permitted the freedom of expression, so often denied a speaker who has an audience of 200.

Similar results were obtained during the second and third days when the conference went into panel discussions of seven pertinent points of air freight cartage operation.

Panels and panel chairman were: How To Operate Efficiently—G. J. Corsello, Exec. V.P., Atlantic Transfer Co., Los Angeles; How To Increase Your Sales—J. C. Sutherland, V.P. and Ass't Sec., Haslett Warehouse Corp., Oakland, Calif.; How To Understand Regulatory & Tariff Problems—R. S. Bernhard, Partner, Macleay, Lynch and Macdonald, Washington, D.C.; How To Handle Accounting/Claims—J. Nix, Manager of Cargo Claims, American Airlines, New York; How To Use The Contractors' Advisory Board—A. A. Gallagher, President, E. A. Gallagher & Sons, Philadelphia; How to Exchange Freight—J. Nelson, President, Air Cargo Terminals, Inc., Kansas City; and How To Serve The Military—M. W. Young, Secretary, Wycoff Company, Inc., Salt Lake City.

So much ground was covered with these seven panels, and covered so completely, that part of the conference plans had to go by the board.

As the Conference was set up, the closing day was to be given over to Panel Chairmen who would sum up the discussions of the day before. Since the panels worked so well, the discussions were continued into the third

day. This did not leave enough time for summation.

Since it was obviously impossible for conferees to attend all of the panels, all of the time, panel chairmen have been asked to prepare a written report of the ground covered. These reports will be distributed through ACI.

While the conferees devoted a great deal of energy to each others problems, they also heard some capable speakers talk on several areas common to the group.

A. J. Roper, president, Mercury Air Freight, New York, reported on the activities of the Contractors' Advisory Board. This is a group of senior cartagemen, two from each of the four regions, set up after the cartage conference in 1958. The Contractors Advisory Board examines the relationships between the cartagemen and the airlines and makes suggestions and recommendations.

At the first days luncheon, the guest speaker was Maj. Gen. I. Sewell Morris, Executive Director, Military Traffic Management Agency, Department of the Army, Washington, D.C.

It was the general's opinion that as air freight services improve, more military traffic would move via air. Gen. Morris said that there were many things air carriers and the cartagemen might do to draw more Defense Department traffic. Among his suggestions were: enlarge the scope of pickup and delivery service—extending the service to more, even all, Defense establishments; find better ways of handling shipments on the ground, making the service more attractive to the military through the reduction of claims; establish through rates and routes between military facilities; and publicize the air freight services to local military traffic officers who already have some authority to route traffic by air.

One of the most entertaining bits of speech making was delivered by George L. Giles, President of Riddle Airlines.

Giles pointed out that the world of

air cargo is undergoing great changes in every phase. One of the most outstanding changes he said is that it is being understood that cargo requires a cargo airplane, not a passenger plane in a cargo configuration.

As Giles talked, he allowed little breaks which were filled with taped recordings from Riddle's musical sales pitch, "My Fair Katy" an adaption of the successful musical, *My Fair Lady*.

Giles said that the Government's interest in the development of a cargo airplane was good. He thought that the discussed speed of around 600 miles per hour were too high for much air freight.

"Economy from turboprops and the speed of 300 to 400 miles per hour from this type of power plant should be more than acceptable," he said.

The Riddle head found that much of what he considers to be good theory was embodied in the Argosy—which Riddle has on order.

### Backward CAB

Despite the technological advances being made, the industry is still faced with a Civil Aeronautics Board not ready for these changes, he stated. Of particular worry to Giles, was the All-Cargo Case.

"The all-cargo operation for the past ten years has been termed an experiment," he continued. "The carriers operate under temporary certificates allowing the movement of property only, without financial assistance from the government. Their routes are paralleled by combination carriers authorized to carry both passengers and property. Gentlemen, if air cargo is to develop as we believe it will, then equality of operating rights must be established. Air cargo cannot be abolished—come hell or high water—in spite of ourselves, this industry will develop. If we are astute businessmen, we will get behind this problem and solve it."

Louis J. Hector, Member, Civil Aeronautics Board, speaking at the final luncheon offered some advice which a

number of the older cartagemen thought was sound.

Said Hector, "The surface carriers in this conference occupy, it seems to me, quite an unusual position . . ." He noted that many of the cartagemen conduct operations under an exemption granted by I.C.C., and, while the CAB may have some jurisdiction, it has taken little notice.

"If you have got yourself exempted from one Federal regulatory agency, and another which might take jurisdiction has thus far apparently not thought about you, my advice is to lie low and say nothing, you may get to stay unregulated for a long time," he said.

Hector said that governmental regulation was a subject on which he had strong feelings. He wondered if maybe too much regulation had not hurt the all-cargo industry. There is a tendency, he found, for regulatory agencies to spend more time protecting the regulated from each other than protecting the public, which is the purpose of regulatory agencies.

In protecting the all-cargo lines from the combination carriers, the CAB disallowed certain low air freight rates, and established minimum rate levels.

"I think this was a tragic mistake," he continued. "If true promotional air cargo tariffs had been permitted ten years ago, we might today have the all-cargo plane and the volume of cargo to justify it."

Closing activity of the Conference was a dinner. There was some last minute discussion between participants on cartage problems, but, by and large, the principal topic of conversation was how well the conference had worked.

Emery Johnson, president of ACI, which sponsored the conference said that future conferences would continue the format which worked so well this year. In closing, he paid tribute to David A. Johnston, Southern Regional Manager of ACI, who handled the conference arrangements—"which this year produced the best ever."

### PRINCIPAL SPEAKERS



GILES



MORRIS



HECTOR



JOHNSON



PANEL TWO—How to Increase Sales

**Designed For Cargo**

# Lockheed's Super Hercules Will Make Freight Pay

**Built in loading devices, speed, and  
low operating costs will permit rates to attract  
both civil and military freight traffic**

**L**OCKHEED AIRCRAFT CORP.'S reasoning that the ideal all-cargo aircraft will serve both military and commercial air freight needs has paid off in orders by Pan American World Airways and Slick Airways for the Super Hercules air freighter. The GL-207 Super Hercules is a stretched version of the Lockheed C-130 (Hercules) which had been used extensively by the military. The aircraft's ability to land on runways as short as 4,000 feet make it capable of landing at airports almost anywhere in the world.

Pan Am has ordered 12 of the aircraft at a cost of \$60 million, including spares. The planes, overwater versions, will operate nonstop in either direction across the Atlantic carrying a 35-ton payload. Capabilities of the GL-207 led Juan T. Trippe, PAA president to remark: "The low ton-mile cost of Pan American's new cargo fleet should permit cutting nearly in half

most overseas cargo and mail rates." For interim operations, PAA will convert some of its DC-7 type planes to a cargo version. First PAA Super Hercules would be delivered in early 1962.

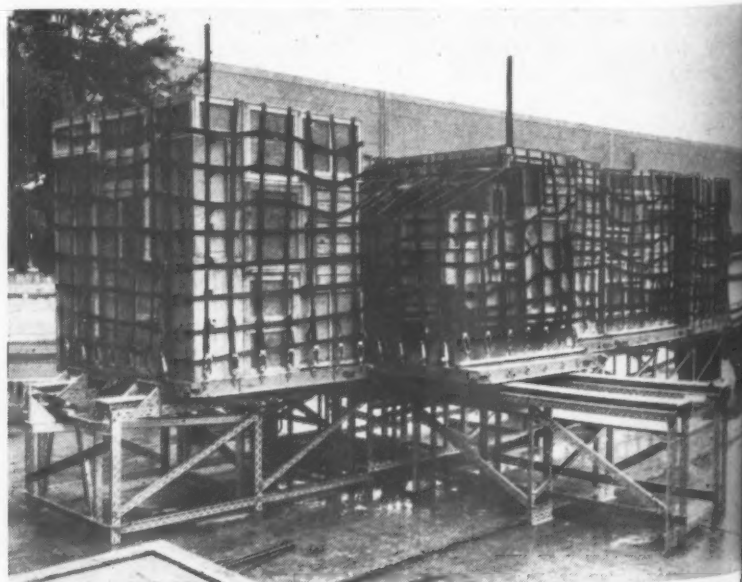
Lockheed was especially happy with the Pan Am order because it bore out the manufacturer's conviction that previous talk of jet all-cargo aircraft had been misunderstood. This spring PAA's president Trippe hinted at a volume cargo program and noted that cargo jets could handle five times the loads of present-day aircraft.

Slick's order for six GL-207s will run approximately \$22 million. The Super Hercules is scheduled to fly Slick's route in early 1962. The plane will cruise at 400 miles per hour and handle 38½ tons of freight on transcontinental nonstop flights.

Earl F. Slick, chairman of the Board of Slick Air-

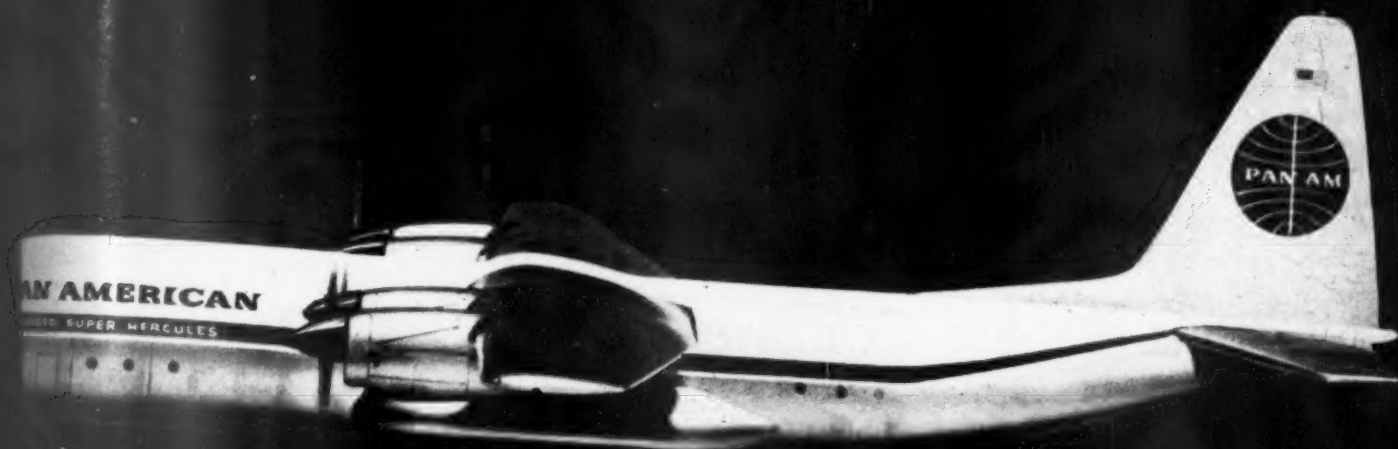


With the Lockheed loading system, cargo is pre-palletized prior to Super Hercules' arrival.



On the field loading dock permits whole pallets to be sorted. Deck matches truck bed and the level of the aircraft cargo deck.





The overwater version of the Super Hercules as it will appear in Pan Am colors. Slick's aircraft will have higher payload and shorter range.

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Slick Air

ways believes that: "With a direct operating cost of less than 4¢ per ton mile this is a major breakthrough air vehicle for mass volume movements of cargo at rates truly competitive with surface transportation."

The Super Hercules is aptly described as a "work horse." The plane can handle a wide variety of commercial and military chores. Since it is fully pressurized and air conditioned, any type cargo can be moved.

The cargo compartment of the Super Hercules provides a cargo space 64 feet 7 inches long, 10 feet 6 inches wide at the floor and 9 feet 1 inch high. Total useable cargo volume measures 7,000 cubic feet.

Lockheed reports the Hercules can fly up to 39 tons of general cargo with a solid load density of 11 pounds per cubic foot and can accommodate up to 57 tons of palletized cargo.

Straight-in loading is permitted through the rear

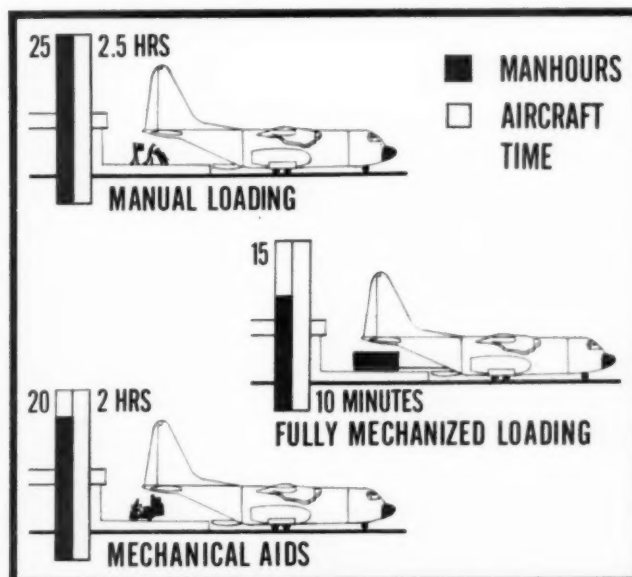
cargo door which opens to the full width and height of the cargo compartment. Cargo floor level is 50 inches above the ground. Thus, in combination with a three-position tail ramp, maximum size loads can be handled from the ground or from trucks.

Characteristics of the Hercules call for modern ground handling techniques. Lockheed has conducted studies to devise a mechanical loading method which would utilize the built-in advantages of the Hercules.

The company came up with a system utilizing airborne pallets which are prepared in the warehouse or other cargo assembly area. Pallets are then coupled in a train and rolled onto a flat bed truck. The truck with the complete pre-unitized cargo load is backed up to the tail ramp on the Super Hercules. Lockheed says the entire loading procedure has been accomplished on the C-130 in less than 10 minutes.



Looking down the built in conveyor system of a Super Hercules as a fully loaded pallet is being drawn aboard.



Lockheed time study tests proved the advantages of mechanized loading in savings of both man-hours and airplane hours.

## Plight Of All Cargo Carriers Looms Before Congress, CAB

By Donald J. Frederick

The plight of the domestic all-cargo airlines has been dumped on Congress' doorstep.

In a 12-page letter to Rep. Oren Harris (D-Ark.), George L. Giles, president of Riddle Airlines, urged legislation which would provide government-guaranteed loans for the purchase of modern all-cargo aircraft and subsidies to meet the immediate financial crisis of the all-cargo carriers.

"The future of a large part of the air freight industry," Giles said, "hangs by a slender thread today. Two of the certificated all-cargo air carriers, Slick and AAXICO, have recently suspended common carrier operations because of financial difficulties. This is in addition to two other certificated all cargo airlines, U.S. Airlines and Airnews, which had to suspend operations several years ago."

Giles described the situation as "critical" and said: "Emergency conditions call for emergency action. We are not getting it, and I am forced to conclude that only Congress can provide it."

"A single piece of legislation is needed. This will accomplish both what the Civil Aeronautics Board is not empowered to do and what it has refused to do. Both prongs are essential if the financial difficulties of the all-cargo industry can be remedied on a lasting basis."

Giles said the all-cargo carriers had taken their case to the CAB, that the Board has the power to grant the subsidy needed but that it has "buried this need for immediate relief in a ponderous proceeding which is just getting under way and which will not be concluded for many months."

"In other words," he said, "for a drink of water needed now, the Board has sent us off to dig a well. If new equipment is to accomplish anything later, our needs must be met now, not at the end of a prolonged proceeding."

Giles thought it hard "for any fair minded person to understand why the U.S. government should provide loan-guarantee assistance to any one group of certificated airlines and not an-

other; or why it should guarantee loans to promote the movement of freight by rail and sea but not by air, or doubly incredible, why it should lend large amounts outright to aid the re-equipment of a dozen or more foreign airlines without guaranteeing the relatively modest amounts needed by the few domestic all-cargo carriers."

Referring to Riddle's present situation, Giles pointed out his carrier was "today operating in the face of more serious financial problems than led AAXICO to suspend scheduled operations a month ago. That carrier," Giles said, "took the approach that rather than continue to lose money in common carrier operations, it would suspend until it could obtain the airplane it needs. Although the CAB did not like it, it is exactly the result they should have expected from their own refusal to acknowledge the present emergency."

"We are not inclined to ignore our responsibility to the shipping public as lightly as AAXICO. But a sense of responsibility alone will not pay our creditors, nor are they interested in our profit and loss figures on a plane at best ten months away."

Reviewing the history of CAB's pending Domestic-Cargo Mail Service Case, Giles remarked that in March 1958 the pressing problems of the all-cargo carriers were brought to the attention of the CAB. Nine months after the application of three all-cargo carriers for subsidy relief, the CAB launched an investigation of the all-cargo "experiment."

Now, Giles noted, there is no telling how long the present case will last.

*At Air Cargo presstime, Robert W. Prescott, president of The Flying Tiger Line put Congress on notice that Riddle president George L. Giles was not speaking for FTL which is opposed to subsidy. In a follow up to Giles' letter, Prescott informed Rep. Harris that Tigers "needs no subsidy, ask for no subsidy, and is opposed to subsidy for the purpose of developing air freight traffic."*

*Prescott said he wrote his letter "lest it appear we favor an inconsistent stand before the Civil Aeronautics Board . . . Of course," he concluded, "subsidy is accorded all cargo air carriers, the resulting drastic change in the present competitive picture would require a complete change of consideration in regard to Flying Tigers. Faced with subsidized competition, Flying Tigers would itself require immediate subsidy assistance to maintain itself."*

The hearing is not scheduled to start until September, and, if the last freight case is any guide, it may be months later before any decision is made. Thus, he said, "although knows of the critical financial condition of the carriers, although it is witnessing the demise of that industry, carrier by carrier, the Board is time, unwilling to, or incapable of providing relief that is needed today."

The Board investigation was set up as a complete reevaluation of the cargo experiment. Purpose is to determine whether the certificates of the domestic all-cargo carriers—Riddle Slick, AAXICO, and Flying Tigers—should be amended, suspended or renewed.

As a secondary issue, the Board will determine whether the domestic combination trunk carriers should be authorized to offer any of the services now extended by the all-cargo carriers.

The investigation was precipitated by the all-cargo carriers which sought relief from conditions in their certificates providing for the carriage of mail on a non-subsidy basis only.

The Board denied this relief but at the same time instituted a full blown investigation which the Agency said would "encompass the issues of renewal of the mail authority of the airlines, the continuation of the existing subsidy limitations, and the modification or suspension of the carrier's existing property authorizations, including the issue of renewal thereof."

Direct exhibits of all four carriers have been submitted to Examiner Merritt Ruhlen. They reveal divergent plans and proposals.

FTL is the only all-cargo carrier to take the case to state unequivocally that subsidy is not necessary to develop all-cargo business.

The carrier is currently turning a profit with 14 1049H Super Constellation and one C-46 aircraft.

FTL feels that it must be prepared to face a whole new set of problems when the company starts taking delivery of 10 CL-44D turboprop freighters in February, 1961. The carrier predicts that the increase in air

led to start... the last... may be... decision... although... al... cond... h it is... that ind... Board... able of... d today... was set... of the... is to... cates of... ers—Ridd... ng Tig... ended or...

age daily utilization will permit the CL-44Ds to make a complete trans-continental roundtrip within 24 hours. Initial schedule calls for four daily flights. The planes will serve San Francisco and Los Angeles in the west and New York and Boston in the east with some flights making intermediate stops at Chicago, Detroit and Hartford/Springfield.

Any future volume of air freight, FTL feels, will not require a ton mile rate comparable to the present surface carrier's rate. This prediction was based on the difference between air and surface mileage, savings in packing costs, and savings from the elimination of higher stock levels and price fluctuations.

Tigers is convinced that the shipper can look forward to lower rates. The carrier says that commodities moving by truck at 6¢ per ton mile will move by air cargo at 8¢ per ton mile. This would allow a 17-20% factor for the difference between air mileage and road mileage which would result in a comparable air freight rate of 9.5¢ per ton mile. According to FTL, the range of rates might run from as low as 5¢ to as high as 20¢ per ton-mile."

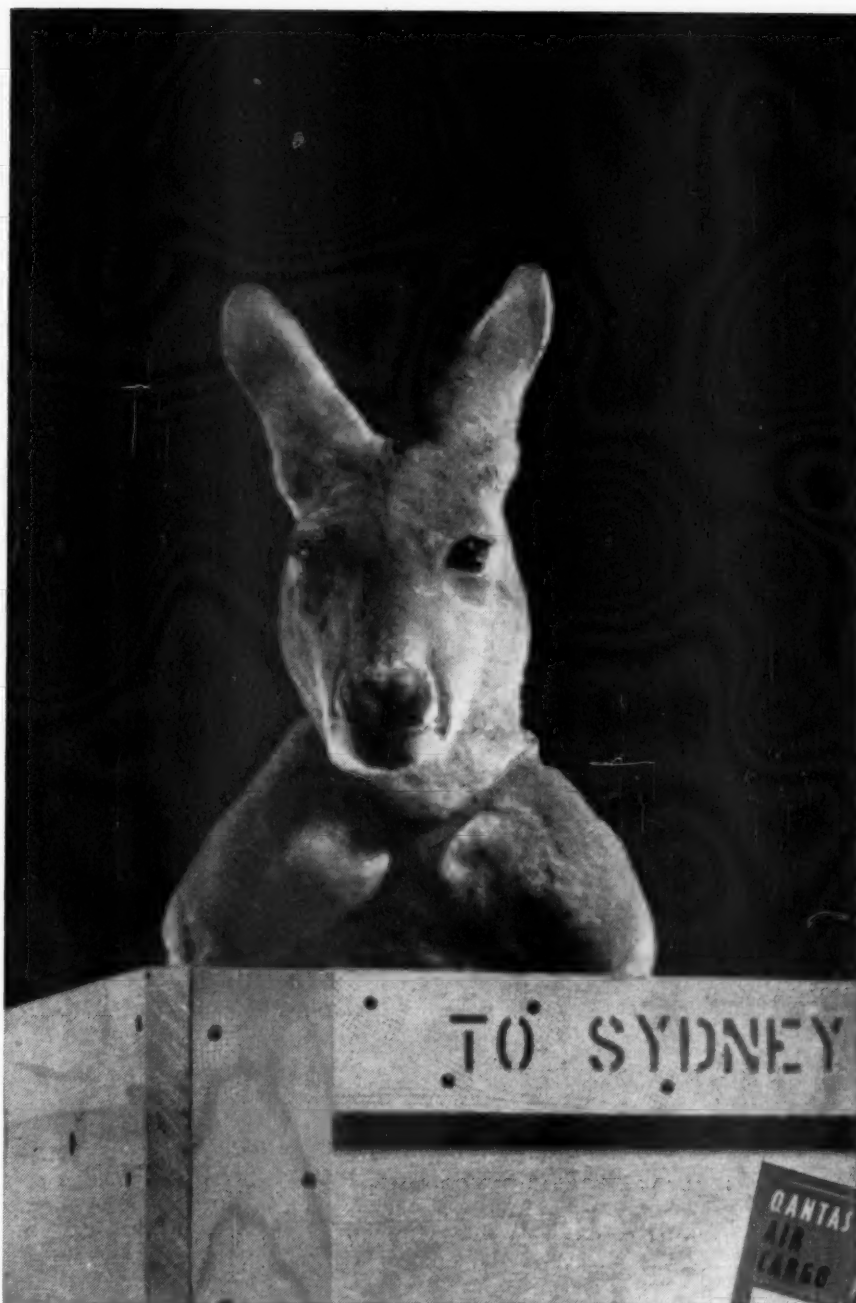
To realize these lower rates, the Los Angeles based all-cargo line has created a new research division to overhaul tariffs. Aim is to attract large volumes of commodities now transported by other means of transportation. At the same time, present traffic flow would be increased.

The creation of such a new tariff, Flying Tigers says, will require a detailed study of data on shipments by all media of transportation.

The research division will include studies of conditions which govern the commodities which do and do not travel by air; the identification, location and measurement of commodities which can economically be transported by air but which thus far have not been so transported; a study of the influence of air freight rates on the volume of air freight traffic; examination of indirect costs of shippers to be altered by transition to air movement; and determination of advantages of air movement in the total distribution plan of specific industries and firms.

Working into account the problems of warehousing, the role of wholesalers, freight forwarders, inventory controls and packaging costs. Importance of the tariff question was stressed by Stanley H. Brewer, professor of transportation at the University of Washington who prepared a special study called "The Potential of Air Freight for Flying Tigers' CL-44D Fleet." Brewer feels that the revision of air freight tariffs to attract traffic

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will be one of the major problems facing operators in building business for a low cost fleet.

In his study Brewer notes that "when only 10% of the present 40 billion ton mile domestic potential is realized and added to the higher rated freight now carried, a domestic market for more than 150 airplanes of the CL-44D will be developed."

FTL is optimistic about the future. The carrier forecasts a net profit from air freight in fiscal 1960 of \$1.087 million. Charter and contract income would account for another \$1.289. Total would equal \$2.376 million. The company expects this total figure to

jump to \$12.824 million by 1965.

Riddle Airlines is looking forward to the Argosy air freighter which, in exhibits, the carrier claims will reduce experienced C-46 unit costs at stations by 40%.

The Miami based all-cargo carrier has ordered four of the turboprop freighters from Sir W. G. Armstrong Whitworth Aircraft Ltd. Additional Argosys have been optioned. The plane is designed primarily for short and intermediate range operations.

Riddle is counting on the Argosy to make future need for subsidy minimal and of short duration.

Better utilization of aircraft, flight

and ground personnel, faster scheduling reductions in damage through advanced loading and unloading techniques are all expected to follow the introduction of the Argosy. Exhibits reveal that overall cargo handling costs per 100 pounds are 76.75¢ for the C-46 versus only 39.56¢ for the Argosy.

Riddle is conservatively predicting a possible overall loss the first year of Argosy operation. The carrier holds that subsidy support would provide the adequate return on investment necessary for operating improvements.

All of AAXICO's projections in the case are based on recommencing operations in early 1961. The carrier intends to continue activities in Logan, charter, aircraft leasing and other aviation activities in order to augment scheduled carrier income.

From January 1, 1956 to December 31, 1958 approximately 85% of AAXICO's total transportation revenues were derived from operation of an air freight contract for the Force's Logair operation.

Under AAXICO's proposals, common carrier air freight operations would be resumed in 1961 on the New York-Houston route. Four C-46 aircraft would operate one roundtrip per day five days per week.

During 1961, AAXICO estimates operating losses at \$171,000. The company expects to cover \$111,000 of the loss, and to require about \$60,000 subsidy.

By 1962, AAXICO feels that service on the Chicago-Birmingham-New Orleans route will be warranted. Subsidy bill is estimated at \$360,000.

Target date for non-subsidy operation is 1965.

AAXICO has no specific plans for new equipment. The airline told the Board "that in all probability financing of a fleet of modern aircraft would require a public issue. By preserving our present excellent financial condition," AAXICO said, "we should be in the best possible condition to obtain such financing under favorable terms and conditions."

Slick Airways is counting on the Super Hercules GL-207 to bring about a "spectacular development" in freight traffic on the company's routes. The carrier has placed an initial order for six of the aircraft and plans to ultimately operate a fleet of 11.

Slick is convinced the major stimulus to air freight growth must come through lower freight rates.

In its exhibits, Slick plans to combat the threat of rising subsidy requirements by increasing first-class and parcel mail volume.

Slick has in mind a simple



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structure. The plan is to reflect weight differentiation according to dimensional and perishable characteristics of freight. There would be no discrimination among the various classes of freight.

Mail would be hauled at 12¢ per ton mile, and contract service would be offered to both the Post Office and commercial shippers. The reduction in direct costs would then justify a tariff lower than 9¢ per ton mile.

SLI is forecasting annual volume of 10,000,000 ton miles per year.

Resumption of service would take place in two phases.

By 1960, the airline would operate eight DC-6A aircraft over the entire route structure. The use of current aircraft types would extend through 1962. In 1962-63, the GL-207 would be placed in service.

As an interim measure, Slick has filed a letter of intent to purchase up to six Lockheed Electra aircraft which would be placed in service by 1961. A total of 36 cities could be served, 10 by direct air service and 17 by expedited truck delivery. Slick's management views these aircraft "as an interim type which would provide better quality service, additional lift, and a reduction in cost."

## Extensive Route Segments Noted Southern Airways

Southern Airways came up with extensive new route segments as a result of the Civil Aeronautics Board's Southern Service Area Investigation. At the same time, the Board voted new route authority to Eastern, National and Mackey airlines.

The issue of routes within Tennessee drew a split CAB vote of 3-2, with Members Minetti and Hector dissenting in favor of Southeast Aviation, an intrastate air carrier. In his final decision, Examiner Paul N. Heffer had recommended that Southern be found fit to operate and should receive financial support from the state of Tennessee for routes within the state.

Awards to Southern, which will run for five years, were: (1) Nashville-Tri Cities (Bristol, Kingsport and Johnson City on the Tennessee-Virginia border) via Rockwood, Knoxville, and Morrisville; (2) between Tri Cities and Huntsville, Ala., via Knoxville, Chattanooga and Shelbyville-Tullahoma, Tenn.; and (3) between Nashville and Jackson, Miss., via Columbus, Miss., and Muscle Shoals, Ala. (Florence/Birmingham/Tusculumbia, Ala.).

In other awards Southern obtained: an extension of an existing Atlanta-Panama City, Fla., route to New Orleans, via Eglin Air Force Base,



## How to clear a jungle with two lifts!

Here's how they did it in the mountains of the African Cameroons. The first lift, a Clark Yardlift 150, was doggedly moving logs when an alert foreman realized that a lift cylinder would make the job much easier—greatly increase production.

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# AIR FRANCE

WORLD'S LARGEST AIRLINE

Fla., until June 16, 1961; (2) an extension of the existing Atlanta-Memphis authority for five years and the addition of Muscle Shoals and Decatur, Ala., as intermediate points; (3) expansion of the present Charlotte, N.C.-Memphis route by extending it beyond the intermediate point, Tuscaloosa, to New Orleans, forming a new route segment and adding the intermediate Selma, Ala., and Meridian, Laurel, Hattiesburg and Gulfport-Biloxi, Miss. for five years; and (4) addition of Meridian as an alternate intermediate point with Jackson for five years plus the addition of Laurel on Southern's Columbus-Mobile segment which the Board extended beyond Mobile to New Orleans via Pascagoula and Gulfport-Biloxi.

The Board also tentatively voted to authorize Eastern Air Lines to: (1) serve St. Augustine, Fla., as an intermediate between Jacksonville and Daytona Beach for five years; (2) make permanent the temporary authority to serve Ocala, Gainesville, Melbourne; and (3) make permanent authority to operate between Orlando and Tallahassee.

National Airline's authority to serve Panama City was made permanent and the carrier's temporary authority to serve Melbourne was extended for five years.

The Board said it would allow Mackey Airlines to operate between Tampa and St. Petersburg on the one hand and Ft. Lauderdale on the other via West Palm Beach/Palm Beach and between Miami and West Palm Beach via Ft. Lauderdale until August 20, 1961.

The Board's tentative vote would

suspend Delta at Meridian (on north-south flights), Hattiesburg and Selma; Eastern at Muscle Shoals and at Huntsville (on east-west flights), and National at Gulfport-Biloxi.

### New Local Service Case Set Up By Board

The Civil Aeronautics Board has set up a new local service proceeding, The Southwestern Area Local Service Case, which will consider the transportation needs of the southwestern area of the U.S. including portions of the states of Arkansas, Louisiana, Oklahoma, New Mexico, Colorado and the entire state of Texas.

Specifically, the area of the case will be bounded by the cities of Little Rock, Shreveport, Beaumont-Port Arthur and Galveston, on the east; Little Rock, Tulsa, Oklahoma City, Amarillo and Denver, on the north; Denver, Albuquerque and El Paso, on the west; and the U.S.-Mexican border, on the south.

Airlines which will participate in the proceeding include American, Braniff, Continental, Delta, Eastern, Trans World, Central, Frontier and Trans-Texas.

### AFFA Files Comments On CAB Association Rule

The Air Freight Forwarders Association has generally supported a Civil Aeronautics Board rule change which would limit the rights of associations to represent their members before the Board. In a letter to CAB, AFFA counsel Louis P. Haffer, said his organization supported "the purpose

of the Board in discouraging the use of the organization structure to conceal or to crush fundamental differences of position among air carrier association members."

At the same time, the Haffer letter made it clear that AFFA firmly objected to denying the right of associations to state their own points of view. Explained Haffer: "Majority vote traditionally governs the right of an organization to proceed as an organization in pursuit of any activities whether in an institutional advertising or public relations program, a research program, a standardization of products or container program or any other legitimate activity. As long as a minority view is given full freedom to express itself, and the existence and identity of the minority view is made known, the basic fault aimed at there would be corrected."

Eagle Airways has filed for a foreign air carrier permit which would authorize service between points in the Bahamas and the coterminals Miami, Palm Beach, Fort Lauderdale and Tampa via the intermediate point Havana.

Riddle Airlines has been authorized to carry mail on a nonsubsidy basis between the U.S. and Puerto Rico.

## CAB CALENDAR

### SEPTEMBER

Sept. 9—American Shippers, Inc. Enforcement Proceeding, hearing, Washington, D.C. (Docket 8746).

Sept. 9—Shulman, Inc. Enforcement Proceeding, oral argument, Washington, D.C. (Docket 9090).

Sept. 28—Board Investigation Domestic Cargo-Mail Services Case, hearing, tentative (Docket 10067).

### OCTOBER

Oct. 6—Aerolineas Peruanas Peru-Miami; Peru-Los Angeles, hearing, tentative (Docket 8955).

Oct. 6—Pittsburgh-Syracuse Case, hearing, Washington, D.C. (Docket 7263).

Oct. 26—Trans-Pacific Route Case, hearing, tentative (Docket 7263 et al).

### NOVEMBER

Nov. 11—Pan American World Airways Reopened Mail Rate Case, hearing, tentative (Docket 1770 A).

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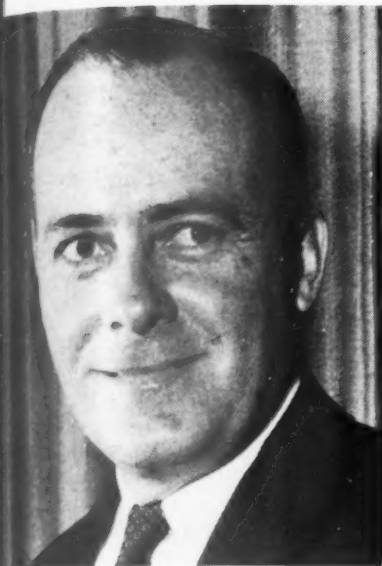
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## PEOPLE



THOMAS H. KNEELAND



EDWIN M. HARBORDT



ROBERT W. HOPES

Eastern Air Lines recently announced the strengthening of its air cargo staff with the following promotions: **Thomas H. Kneeland**, former assistant station manager at Boston, promoted to assistant cargo sales manager at EAL's headquarters in New York; **Edward M. McClane, Jr.**, chief agent-air freight at Idlewild, promoted to manager air freight. McClane joined EAL as a courier in 1940. **Edwin Phillips**, air freight supervisor at Newark was promoted to manager of air freight; **Walter J. Chesney**, chief agent-air freight at Miami, to manager of air freight. He joined EAL in 1946 as terminal control agent. **Ray Swiatek**, mechanic, has been promoted to manager air freight at Chicago; **A. V. Brown**, supervisor air freight in Atlanta to manager of air freight; **Joseph R. Adamiak**, chief agent-air freight, to supervisor air freight in Boston; **Roderick J. DeBejar**, agent air-freight at St. Louis to supervisor air freight, and **Antulio Diaz**, agent-air freight at San Juan was promoted to supervisor air freight in the same city.

Airborne Freight Corporation has appointed **Edwin M. Harbordt** to the position of comptroller. Harbordt joined Airborne's accounting department in 1957 after several years as a consular officer with the U.S. Foreign Service.

**Robert W. Hopes** has been named director of cartage services of General Parcel Delivery Co., cartage contractor for the scheduled airlines in the Chicago area. Hopes was formerly vice-president of both Mercury Service Systems, Inc. of New York and Air Cargo, Inc. of Washington. His offices will be at 1003 W. Huron St., Chicago.

**Laddie Hamilton** has resigned as president and Chairman of the Board of Ozark Air Lines because of ill health. **Floyd W. Jones** has been elected to fill the unexpired term as Board Chairman. He is one of the founders of the airlines and has served as vice-president and treasurer.

**Joseph H. Fitzgerald**, recently elected executive vice president and general manager, will act as executive officer and direct all activities of the airline.

**Norman C. Hill** has been named district cargo sales manager for Continental Airlines in Los Angeles. Hill

succeeds **Don Beck** who has been named to the newly created post of district sales manager for Continental in New York. Hill was cargo sales manager for Slick Airways at Burbank before joining CAL in 1958.

**Mario Furnari**, director general of Latin American affairs for Air Express International Corp. has been elected a vice president of the International Affairs Department of the Miami-Dade County Chamber of Commerce.

**George W. Cook**, recently named to the newly created position of director of purchases and traffic for Owens-Illinois Glass Company, has been named a vice president of the company's administrative division.

**Ralph Rechel**, assistant to director of research, Air Transport Association, has joined the staff of Maj. Gen. John P. Doyle who was recently named to head the Senate Commerce Committee to make a study of transportation problems.

**Robert A. Jenkins** has been appointed manager of station services for Allegheny Airlines. Jenkins will supervise ramp operations and ticket counter activities. Jenkins joined Allegheny in 1949.

**Brigadier General F. C. Gideon** has been named director of transportation at Headquarters, Air Materiel Command. He has also assumed the chairmanship of Project "Safe Ship," AMC's loss and damage prevention program.

**D. Walter Swan** has resigned as Deputy Assistant Postmaster General to accept a position in industry.

**Samuel I. Fondiler** has been elected treasurer of Seaboard & Western Airlines. Formerly comptroller, Fondiler joined the company in 1950. **Herbert L. Heyman** has been named to replace Fondiler as comptroller, he had previously been maintenance division accounting manager.

Container Transportation International Inc. has appointed **Rear Admiral Richard G. Visser** as representative for the Mediterranean Area, and **Lt. Col. Ralph Lee Hunter**, manager terminal operations at Port Newark, N. J.

**Robert L. Griffith** has been named vice president of Delta Air Lines. He will maintain his offices in the company's Washington executive office.

# Carrier Round-Up

**Seaboard & Western Airlines** has moved executive and administrative offices to the newly constructed Seaboard & Western Building at New York International Airport. Telephone number is FAcully 2-8900.

**Delta Air Lines** is planning to begin Douglas DC-8 jet service between New York and Atlanta on September 18. Initial schedules call for two round-trips a day.

Meanwhile, DAL reports that freight revenues rose 31.29%, mail revenues 19.83%, and express 26.63% for the fiscal year ending June 30.

**Ozark Air Lines** expects to place its first F-27 turboprop in service late this month.

**Railway Express Agency** racked up all-time highs for air express shipments, gross revenues and ton miles during the six months ended June 30, 1959.

Shipments handled by the Agency and the airlines totalled 2,945,724, a 15.9% gain over the 2,541,532 recorded in the 1958 period. Revenue was up 20% to \$22,398,438 from \$18,-

666,780 a year ago. Air express ton miles for the six months reached 26,-659,618, for a 22% jump from 21,-843,577 reached in the first two quarters of 1958.

**Japan Air Lines** has started twice weekly service linking Tokyo, Hong Kong and Taipei.

**British Overseas Airways Corp.** is flying two new cargo runs between Europe and the Far East. One of the new freighter routes is between London and Hong Kong via Zurich, Beirut, Karachi, Rangoon and Bangkok. The other flight operates between London and Singapore via Frankfurt, Damascus, Karachi and Calcutta, with an optional stop at New Delhi. Schedules are served with Constellation aircraft.

**Olympic Airways and British European Airways** have agreed on the joint operation and commercial exploitation of route networks between the United Kingdom and Greece and the Eastern Mediterranean.

**Maritime Central Airways** has opened Viscount 805 service from Mon-

ton, New Brunswick to Goose Bay (Labrador) to Gander and St. John's, Newfoundland. A moveable bulkhead in the Viscount cabin allows the carrier to vary the passenger freight rate between the various points.

**Pacific Northern Airlines**, in June, carried a total of 356,752 ton miles of air cargo and air express for a 33% increase over the same month a year ago.

A new Brazilian cargo airline called **ASAS-Asas Importadora e Exportadora Ltda.** has been formed in Rio de Janeiro. Carrier will carry freight between Brazil, Peru, Venezuela and other neighboring countries. The airline has received the first two of a large number of PB4Y-2 Privateers which were purchased in the United States.

**Seven Seas Airlines** is the name of a new carrier recently authorized by the Federal Aviation Agency to offer contract air services throughout the world. Earl J. Drew, executive vice president of the new carrier, said that two DC-4s have been placed in service and can be used in either cargo or passenger airlift.



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The carrier has established its principal U.S. offices at 60 East 42nd Street, New York City. An overseas base is located at Schipol Airport, Amsterdam, Netherlands.

Trans-Caribbean Airways, Inc. has changed its corporate name to Transportation Corporation of America, Inc., but will continue to operate the airline under the name of Trans-Caribbean Airways.

West Coast Airlines now serves Salem, Bend-Redmond and Newport-Toledo in Oregon and has begun service to Sacramento, Oakland and San Francisco from points in Oregon.

September 1 is the date set for the inauguration of service to Salt Lake City, Ogden and Logan, Utah and Omak, Wash. Effective September 15, WCA will begin flights to Burns and Lakeview, Ore. Service to Sun Valley, Ida., is held up pending completion of airport facilities.

Continental Airlines, on September 5, will add a second daily Boeing 707 roundtrip on its Chicago-Denver-Los Angeles route.

Sabena, in 1958, chalked up a 2.7% rise in freight traffic over the previous year. Freight traffic accounted for 19% of the total tonnage carried by the Belgium flag airline.

KLM Royal Dutch Airlines is planning to place the Lockheed Electra in service over routes between Europe and the Middle East by November or December. First stage calls for the introduction of Electra service to Cairo and Damascus by the end of 1959. Early in 1960 Electra operations to Teheran would be started. In February, the turboprop transport is to be introduced on KLM routes serving Baghdad, Abadan, Khartoum, Dhahran, Tel Aviv and Moscow.

Slick Airways has purchased three Lockheed 1049H Super Constellations. The aircraft initially will be assigned to Military Air Transport Service Contract flights. Later the planes will be used to revitalize SLI's regular cross-country cargo planes.

Slick described the acquisition as the "first step in a program to reestablish its domestic carrier cargo service." The airline's chairman of the board Earl F. Slick predicted: "The air freight industry is on the edge of a tremendous expansion. With our Lockheed fleet, which later will include the Super Hercules, we'll be ready—with lower ton-mile costs and swift, sure service."

British Overseas Airways Corp. has started operations over a trans-Pacific route between San Francisco, Honolulu, Tokyo and Hong Kong.

Emery Air Freight has racked up second quarter revenues of \$3,205,330 for a 44% gain over the same period in 1958.

In a letter to stockholders, the president of the firm John C. Emery said that volume of shipments handled by the company increased 42% during the first half of 1959 compared with the same period in 1958. In addition, he noted that July was expected to

establish a new record high for the year, up approximately 50% over July 1958.

Frontier Airlines will start air service to Great Falls and Lewistown, Mont. about September 1.

American Airlines chalked up 8,665,000 ton miles of air freight in July topping the same month a year ago by 13%. Airmail was up 10% to 1,632,000 ton miles; express up 15% to 862,000 ton miles; and surface mail up 11% to 218,000 ton miles.



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# New Products and Processes



Current kennel (left) compared to the 18 pound Premere kennel on scale or stacked.



Premere kennel folds to a fraction of its full size—solving dead-heading problems.

## Interline Animal Container Explored By Airlines

The airlines are looking toward industry-wide adoption of an animal shipping container. Under present plans, the units would be used on an interline basis to exchange pets between airlines. The new kennels are already being used by The Flying Tiger Line, which early this year acquired 100 of the aluminum kennels in a drive to develop additional animal and pet traffic.

The new kennel is made of aluminum. A smooth removable deck insert provides one-half to three-quarters inches of air space in the water-tight base of the kennel. The floor is perforated in appropriate areas with quarter inch holes. Under this floor

can be placed aromatic cedar shavings, shredded paper or any commercial type of absorption material.

The door of the unit is extremely strong, consisting of two heavy gauge aluminum plates.

The new animal shipping containers were perfected by the Premere Manufacturing Corp. of Los Angeles, California.

The company proposes to lease the kennels to the airlines on the basis of \$3.00 per kennel, per use only. The rental charges would be remitted to Premere once a month with the manufacturer assuming the responsibility of all normal repair.

## New Yale Trucks Show Design Advances

A new line of Yale trucks, featuring design advances in power transmission, mast construction, compactness of size and operating speeds, has been introduced by Yale Materials Handling Division, The Yale & Towne Manufacturing Company.

New truck line is in the 3000, 4000 and 5000 pound capacity models in both cushion and pneumatic tire types. The cushion tire truck uses a single speed range constant mesh type. The pneumatic tire trucks uses a two speed

range transmission. Both transmissions are controlled by a single lever located below the steering wheel. The truck is equipped with two brake pedals, the right one serving as a braking unit and the left as an inching and brake unit.

Both types of the trucks have empty lifting speeds of 80 feet per minute and will raise a full capacity load at 75 feet per minute. Travel speeds on the cushion tire trucks are up to 8½ miles per hour; pneumatic tire trucks, 12½ miles per hour.

For more details, write Yale Materials Handling Division, The Yale & Towne Mfg. Co., 11000 Roosevelt Blvd., Philadelphia 15, Pa.

## Carbon Pile Control Added To Fork Truck Line

A new line of electric-powered fork trucks has been introduced by The Elwell-Parker Electric Company. The "Acro-Smooth" carbon pile speed control systems provides variable travel speeds; reduced maintenance through the elimination of speed contractor and ultra accurate inching. The new line, known as the F-50T includes 4000, 5000, and 6000 pound capacity models. Top speed is eight miles per hour.

Additional information can be obtained from The Elwell-Parker Electric Company, 4205 St. Clair Avenue, Cleveland, Ohio.

## Multi-directional Truck Introduced By Automatic

Automatic Transportation Company has developed a new transveyor "Crab" truck. The universal truck has stereometric steering which permits traveling in any direction, at any angles, with any shaped load. The truck is operated with one control lever which provides forward and reverse turning without use of the steering wheel. The crab truck with a 65 inch over-all length and 43 inch width, can completely turn around in a 70 inch circle. It will operate in pallet rows, pick up 42 inch wide loads and reach over one load to pick up a second load stacked behind. Travel speeds are 5 MPH light, 4 MPH loaded, with lift speeds



AIR CARGO

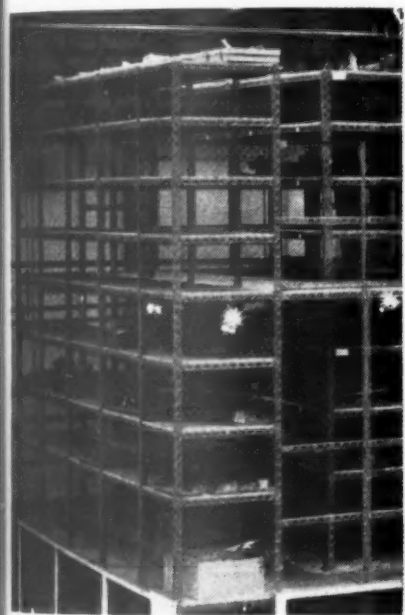
of 32 feet-per-minute light; 22 FPM loaded.

Additional information on the trans-veyor crab truck is available by writing the Automatic Transportation Company, 149 West 87th Street, Chicago, Illinois.

### Dexion Introduces Lightweight Metal Angle

Dexion Limited has produced a lightweight metal angle punched with a pattern of slots and holes. The Dexion slotted angle is used by cutting the length to size and assembling with nuts and bolts, producing rigid metal structures such as storage racks, maintenance platforms or workbenches.

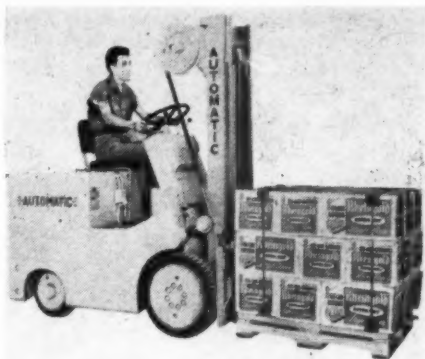
Further information can be obtained



by contacting Public Relations Department, Notley Advertising Limited, Fitzherbert House, 6, Tilney Street, London, W.1. England.

### Current Miser Control Fork Lift Truck

Automatic Transportation Company has developed a new design in electrical industrial truck control. Called C.M.C., or Current Miser Control, the new unit is available on the new Skylift Model ELF truck. The C.M.C. method of control employs full voltage across the motor and varies the current depending on the speed desired. The control uses a compound motor which is composed of the armature, two sets of series fields, and one set of shunt fields. A few advantages with C.M.C. are low over-all current draw; lower motor operating temperatures; increased motor brush life; increased contactor tip life and continuous operation in any speed without overheating electrical components.



The new Skylift Model ELF is a companion machine to Automatic's gas-powered electric driven Dynamotive Model GLF.

Additional information on the Skylift with Current Miser Control can be obtained by writing Automatic Transportation Company, 149 West 87th Street, Chicago, Illinois.

### Telescoping Uprights Expand Fork Truck Field

The Hyster Company has published a brochure which illustrates how the new 3-stage upright for lift trucks can do the work of two in operations where low clearance and high stacking is required. Low clearance height and high free lift allows work inside vans,

boxcars and other low-overhead areas; extended, the upright will reach aloft for high stacking. The extra lift height, without increasing lowered height, eliminates the need for transferring loads to a second lift truck.

Copies can be obtained by writing Hyster Company, P. O. Box 847, Danville, Illinois.

### Multi-Purpose Truck Arms Handles Unit Loads

Lewis-Shepard Products, Inc. has recently developed a new side shift load grab with multi-purpose arms. The SpaceMaster model makes it possible to handle any type of non-palletized load. The multi-purpose arms eliminate the necessity of using a different truck or changing arms when handling different types of loads. The arms gripping surface can either be smooth or rough-top rubber bonded to steel sheets which are screwed to the plates.

For information on the side shift load grab, write Lewis-Shepard Products, Inc., Dept. R9-10, 125 Walnut St., Watertown 72, Mass.

(When requesting information, please mention Air Cargo Magazine and Official Guide.)



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## TECHNICAL LITERATURE

### Automatic Scale Computes Charges

Detecto Scales, Inc. has recently published a new brochure describing the operation and importance of the Automatic Baggage Computer. The computer provides on-the-spot tests at airline terminals for weighing in of baggage which deducts free weight allowance, computes, identifies, totalizes and records baggage weights with a printed receipt.

The new brochures are obtainable by writing the Detecto Scales, Inc., 540 Park Avenue, Brooklyn 5, New York.

### Vulcanized Fibre Boxes Described In New Bulletin

National Vulcanized Fibre Company has published a new six-page bulletin entitled "Kennett Containers Handle Precision Products Better." The folder includes six actual case studies, describing how Kennett receptacles improve material handling and reduces

products damages. The complete line of Kennett containers are pictured, including utility trays, nesting-stacking trays, bin-front trays, mill boxes, tote boxes, fibre trucks, drop-sided trucks, reusable shipping containers and barrels.

Copies of the bulletin are available from National Vulcanized Fibre Co., 1059 Beech Street, Wilmington 99, Del., or National Fibre Company of Canada, Ltd., 107 Atlantic Avenue, Toronto, Ontario, Canada.

### The Inside Story On Towmotor Trucks

Towmotor Corporation has issued a new booklet called "The Inside Story," which is available to lift truck users. The Towmotor manual outlines the advances in a new centralized system of lift truck controls, based on actual motion studies, including the latest type control valves which can be serviced while in position, and need to be removed only for replacement or major overhaul.

Also covered in the booklet on all "Pace-Maker" models are details which show how steering effort is cut 80%. Also described are swivel-mounted lift cylinders that maintain perfect alignment with the mast and slip-socketed engine compartment side panels which can be removed without tools in less than 30 seconds.

For copies of the new Pace-Maker booklet (SP-23) write, Towmotor Corporation, Cleveland 10, Ohio.

### Truk-A-Door Brochure

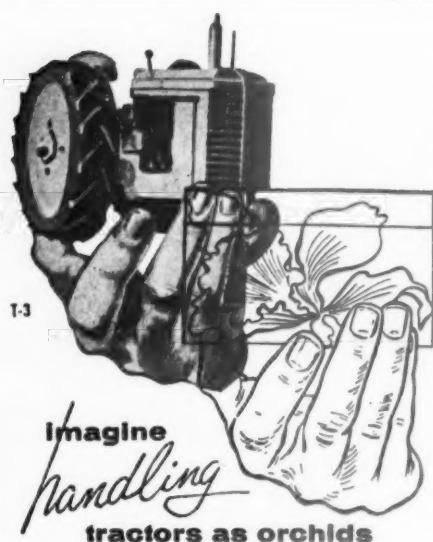
The Truk-A-Door Company has recently released a brochure on the new custom built roll-up Truk-A-Door. Truk-A-Door permits loading from either side; opens and closes at the dock and can be locked without switching equipment. Door panels are constructed of coated steel or aluminum bonded to 1/2 inch plywood or plain 1/2 inch plywood.

For a copy of the brochure, write The Truk-A-Door Company, 2457 Woodward Avenue, Detroit 1, Michigan.

### Battery Charging Chart

A chart which provides a method of determining the proper charge rate for any lead-acid motive power battery being charged by motor generator equipment has recently been developed by Exide Industrial Division of The Electrical Storage Battery Co. The chart applies to lead-acid batteries of any number or size of cells, being charged on an 8-hour basis.

For copies of the chart, write Exide Industrial Division, The Electric Storage Battery Co., Rising Sun & Adams Avenues, Philadelphia 20, Pa.



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## ON THE DOCKET

### SEPTEMBER

ATC Cargo Forms and Procedures Committee, Washington, D.C. September 9-10, tentative.

Associated Traffic Clubs of America, Annual Convention, Baltimore, Md., September 20-23.

IATA 1959 Fall Traffic Conference, Honolulu, September 22.

National Small Shipments Traffic Conference, Annual Meeting, Chicago, Ill., September 23-24.

Florida Fruit & Vegetable Association, Annual Convention, Miami Beach, Fla., September 23-25.

National League of Postmasters, Annual Convention, Memphis, Tenn., September 27-October 2.

### OCTOBER

Packaging Specification Conference, Purdue University, Lafayette, Ind., October 5-6.

National Defense Transportation Association, Annual Meeting, Seattle, Wash., October 11-14.

IATA 15th Annual General Meeting, Tokyo, October 12-16.

National Association of Postmasters of U.S., Statler Hotel, Washington, D.C., October 25-30.

Delta Nu Alpha Transportation Fraternity, Annual Convention, Pittsburgh, Pa., October 30-November 1.

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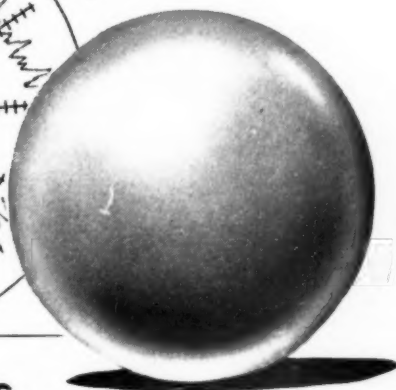
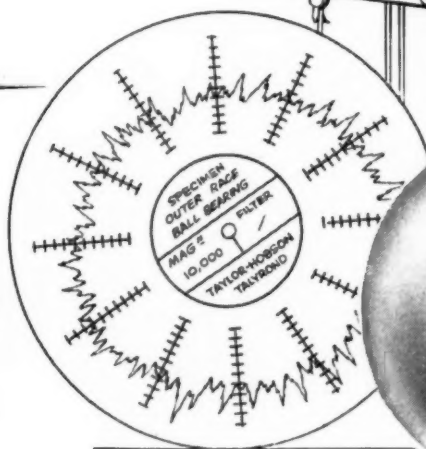
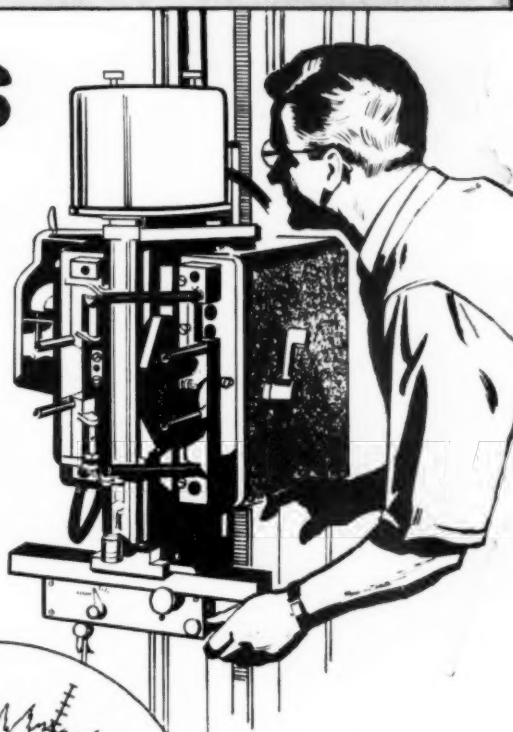


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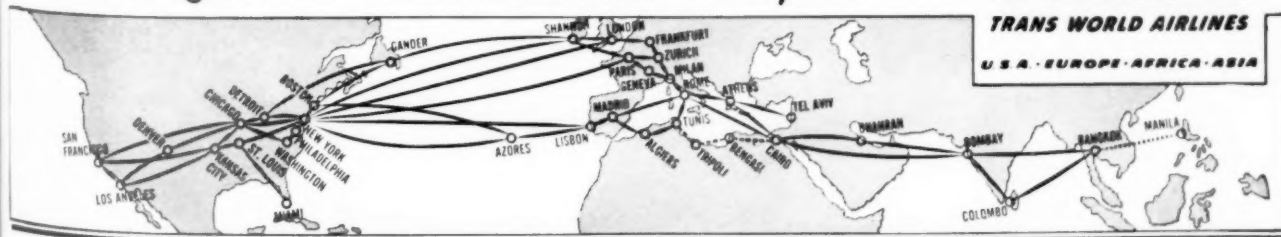
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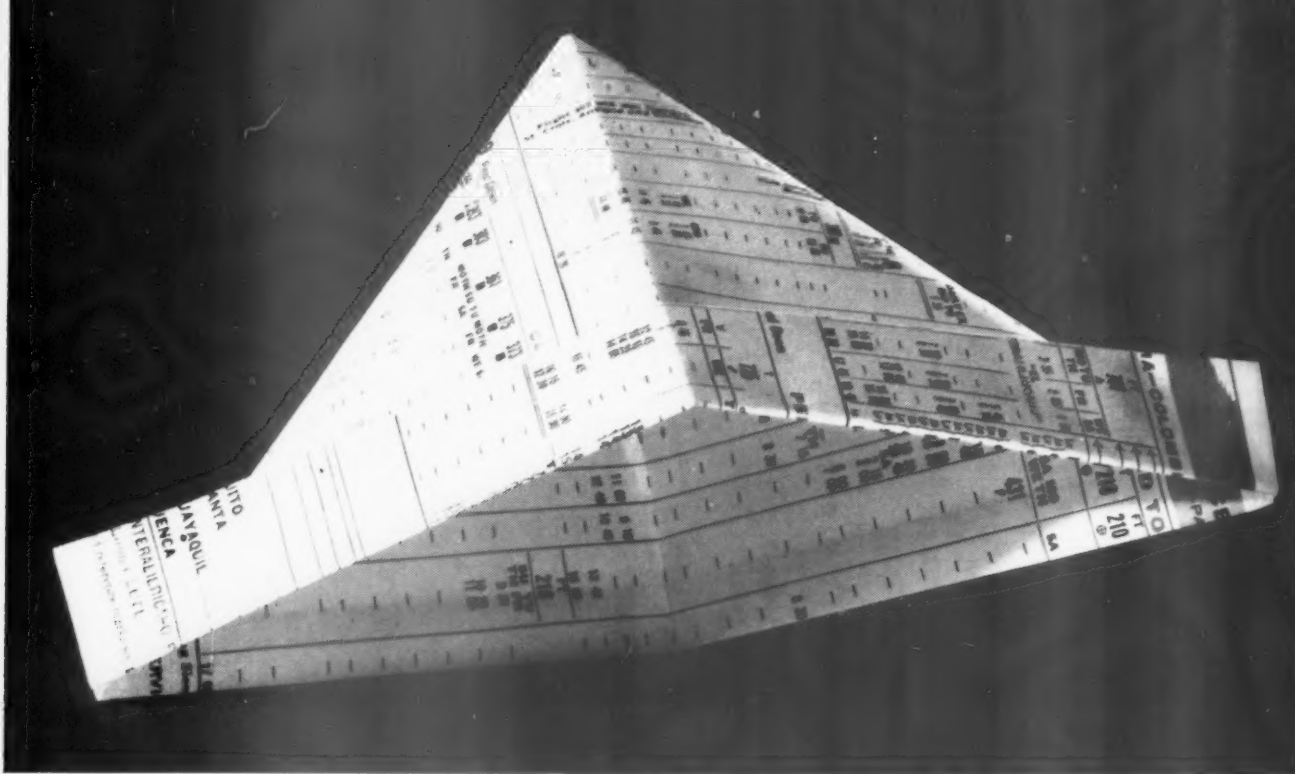
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